

U. S. War Trade Board Prohibited

About 95 per cent of Oriental Art Goods and Curios to import from the Orient. All kinds of cotton goods, baskets, wooden ware and all novelties are prohibited.

But fortunately we have just got a large shipment lately, which we are glad to offer to the public at very reasonable prices

Just a Few Prices Stating How Goods Will be Handed Out:

| | | | |
|--|--------------------|--|------------------|
| Blue and White Japanese Lunch Cloths at | 75c to \$2.75 | Cotton Kimonos | \$2.75 and Up |
| Cotton and Linen Luncheon Set with blue Embroidery | \$3.25 to \$9.00 | Cotton Kimono Pattern, enough for a Kimono | \$2.50 |
| Silk Kimonos | \$11.50 to \$25.00 | Cotton Crepe by yard | 35c and Up |
| | | Silk Slippers | \$1.00 to \$1.75 |

| | |
|---|----------------|
| Baby's Silk Comforters with embroidery at | \$2.75 |
| Japanese Sandals | 50c and Up |
| Bamboo Lamp Shade, silk lining, 50c Up | |
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We also received many kinds of China Ware, all materials for Knitting Bags, Wooden Ware, and over one hundred kinds of Novelties and Toys.

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CAMOUFLAGE IS REAL PROTECTION FOR SHIPS

New developments in the art of marine camouflage have effected radical changes in the painting of ships to protect them from the enemy. Modern naval warfare no longer reckons upon "invisibility" as a defensive factor, authorities having arrived at the conclusion that paint itself, being dependent upon light, will not overcome shadows. "Baffle painting" has been developed as a substitute to deceive a submarine commander as to the size and form of a ship, and her course and speed.

Camouflage on land still is successfully applied along the line of protective coloring, by which guns and roads and men are made virtually invisible under screens which blend with the surrounding terrain. In the case of moving ships, under conditions constantly changing and the elusive horizon always a difficult matter to deal with, similar principles were found less efficient than those which frankly admit the existence of a boat, but by peculiar color schemes offer the torpedo such a queer, deceptive target that a hit is only a matter of luck.

Lieutenant - Commander Norman Wilkinson, Royal Naval Volunteer Reserve, the inventor of "baffle painting," came to the conclusion after long experiment that the moment a submarine comes to the surface within striking distance, no method of painting would render a ship sufficiently invisible to escape being seen.

"There was a time," the artist says, "when I thought it possible to increase or decrease a ship's visibility. But that was before the submarine was considered as a real active factor in naval warfare."

His decision took into considera-

tion the submarine hydrophone, by which the presence of a ship, her probable size and her course can be ascertained under water. The problem, therefore, was resolved into rendering the ship as difficult to hit as possible, and baffle painting, the only present nationally accepted method of marine camouflage, was evolved.

Baffle painting is simply a project for breaking up all accepted forms of a ship by masses of strongly contrasting colors, distorting her appearance so as to destroy her general symmetry and bulk. The idea is totally to mislead the submarine. Of course some vessels so painted have been sunk, but there are records of a far greater number at which torpedoes were fired unsuccessfully. Equal in importance, a much larger proportion of baffle painted vessels which are hit by torpedoes are able to make port than ships painted gray, owing to explosion in less vulnerable parts. The aim of the submarine is thrown off by the camouflage.

Frequent reports, appearing some-

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Times in newspapers, confirm the success of the system and prove its value of defense against the submarine. The newspapers recently contained a story of an encounter between a baffle-painted freighter and a German U-boat, in which the latter was rammed and sunk. The article concluded with this pertinent paragraph:

"The theory bearing on the incision of camouflage, designed especially to elude submarines, deceived the German commander. On his assumption he mistook the course held by the ship and instead of coming to the surface at right angles to the course, got squarely in the way."

A clever story is told of a meeting between an excursion steamer and a vessel outward bound from an Atlantic port to dare the submarine under protection of her baffle color design. The passengers crowded the excursion steamer's side to gaze at the queer boat, which ploughed steadily forward. Apparently the camouflage steamer was heading straight for the heavily loaded pleasure boat, and

when a woman shrieked, panic was imminent.

"Shut up, you fool!" yelled a man who understood the principles of baffle painting. "She's heading six points off."

It was true. The camouflage had so changed the aspect of the boat that she seemed to be going in a direction where she was not heading.

That is the purpose of baffle painting—to keep U-boats guessing as to whether their prey is "coming or going."

Marine camouflage is under the direction of the navy department, with the work executed by the shipping board's department of camouflage, headed by Henry C. Grover, of Boston.

In each district of the shipping board is stationed a district camoufler, with a corps of trained men. The organization now comprises more than 100 camouflers, including a number of artists of national repute. New baffle designs are continually in preparation.

In the opinion of Mr. Grover, camouflage is a decidedly disturbing factor.

"We know from valued sources that the submarine does not like our baffle painting," he observed. "Mr. Wilkinson informed me that the enemy had sketched a number of their baffle painted ships in neutral ports, but I don't think that will help them a little bit."

A school for training camouflers has been established by the shipping board, under the direction of William Andrew Mackay. The educational work is based on the results of research, investigation and the actual experience gained in the painting of ships by camouflage. Students in applying for this branch of service are required to have a good elementary knowledge of line and color and light and shade; therefore professional artists, commercial artists and scene painters are given preference.

CARE TAKEN TO DEFER AGRICULTURAL WORKERS

Washington, D. C., Sept. 26.—Under the rules of the war department for executing the new draft law, special provision is made for informing the district boards in regard to farm labor requirements in order that necessary food production may be maintained, says a statement issued by the Department of Agriculture. The statement continues:

In the new draft district boards are charged with the duty of putting into deferred classes those persons who are more likely to further the war by remaining in civilian occupations than by entering the army. Accordingly, three advisers are to be selected for each district board—one for agriculture, one for labor, and one for other occupations. The agricultural adviser will be appointed by the board upon the recommendation of the Secretary of Agriculture. The advisers are not members of the board, but may, when invited, attend its meetings.

The duties of the agricultural adviser will be to furnish to the board facts relative to farm labor requirements, not only of his own district, but of the whole country. He should be the repository of all facts having relation to the deferment of agricultural workers, whether these be necessary farm laborers, managers or operators. He will be expected to advise the district boards as to a shortage or surplus of necessary farm laborers, managers or operators. He will be expected to advise the district boards as to a shortage or surplus of necessary farm workers for any given district, as well as for the entire nation. Such information will be supplied to the advisers by the Department of Agriculture. This will make

it possible to have necessary workers transferred from districts in which they may not be necessary to other districts in which they are sorely needed.

The adviser may also concern himself with individual cases that come before the district board. He will have the right, under certain conditions, to examine the questionnaires and other records in the files of the local board for the purpose of ascertaining whether persons entitled to deferred classifications have actually claimed it. In case he finds the names of such registrants he may file for them a claim for deferred classification with the district board, which, in turn, may require the local board to certify the questionnaire and record of any such registrants for consideration. Reasonable time will be given for the purpose of obtaining information and supplying the affidavits required. If a local board determines to consider a case for deferred classification because a registrant is engaged in a necessary occupation, notwithstanding no claim for deferred classification on that ground has been made, it shall endorse the recommendation on the questionnaire of the registrant and forward it to the district board having jurisdiction. The district board will thereupon consider the case and proceed to classify the registrant, notwithstanding the fact that no claim for deferred classification by or in respect to the registrant has been made.

COOK DESERTED HIS "SLUM" TO HELP CHASE GERMANS

The company cook of an American detachment close to the battle front stirred the "slum" viciously. It was evident that he was disturbed about something.

"This is a great job for a full-grown man," he commented in the hearing of the Red Cross man who had stopped to get a bite to eat. "Here the whole company is fighting like mad up the road and I have to stay behind and wrestle with a lot of pots and pans."

The Red Cross man tried to cheer the disgruntled one with a dissertation along the lines of "they also serve who only stand and wait." He pointed out that an army "moves on its stomach," and that the work of the cook was just as important as that of the fighting man. "The finger in the stew has just as much to do with winning battles as the finger on the trigger," said the Red Cross man.

"That stuff is all right for talk," said the cook, as he banged the company dog with the dish towel, "but you know it ain't right for me to have to stay and assemble these here cats when all my pals are up there in the wheatfield runnin' them jockes ragged."

Another company went by, bound toward the thick of the battle. Two wounded men limped past in the other direction, going to a field hospital.

"It's a great little fight, boys," they said, as the cook handed them a drink of water. "Beat fight I ever saw," said one with a bandage around his head. "I wouldn't have missed it for a farm. Just my luck to get a piece of shrapnel in the bean when we had the Hunns goin'."

The company cook could stand it no longer. He grabbed a rifle and a tin hat and started up the road toward the place whence came the clattering of machine gun and rifle fire.

"Hey, you," he called back to the Red Cross man, "Just stick around and watch that slum for me, will you? The boys may want some dinner after we have chased the Holmes over the river."—Exchange.

EXPERIMENTS TO SAVE SPACE ON SHIPPING BEEF

Chicago, Sept. 26.—Major-General George W. Goethals, chief of the division of purchase, storage and traffic of the general staff of the army, has commissioned Arthur A. Hammerschlag, president of the Carnegie institute, and Lieutenant-Colonel J. W. McIntosh, subsistence division, Q. M. C., N. A., to co-operate with the Chicago packers in experiments which may save up to 40 per cent of the tremendous cargo space now required for shipping fresh beef. President Hammerschlag and Colonel McIntosh have already reached the stockyards and the experiments have begun.

The experiments contemplate not only the conservation of shipping space, but also the problem of having the packages small enough to be handled by the class of labor available at unloading ports overseas and the quick and convenient issue at supply depots in France.

They range from the mere cutting of the carcass into more convenient sizes and shapes to the entire boning of the carcass to be packed in boxes. It is estimated that if the plans prove practicable a saving of from 15 to 40 per cent of the room now used in transporting the same amount of beef will be made possible. Since fresh beef constitutes a considerable part of some 350,000,000 pounds of beef and pork products now sent monthly to the allied countries, the saving by the new method may prove to be considerable if found practical. The bones and surplus fats salvaged by the operation will be converted into various by-products.

The chief difficulties encountered so far have been the necessity of obtaining enough labor sufficiently skilled in this particular work and the providing of facilities necessary to handle the quantities required without interfering with production of other meat products being prepared for our armies and those of our allies.

In considering the question of peace by diplomacy, we must remember that howitzers and machine guns are the peace arguments best adapted to the understanding of Germany—and she is likely now to get enough of them to convince her.

The news from abroad is certainly encouraging. But it is not yet time to beat shields into plowshares and swords into pruning hooks.

Why Putter With Corns? Use "Gets-It"

Common-Sense, Simple, Never Fails. You can tear out your corns and suffer, or you can peel off your corns and smile. The joy-peeling way is the "Gets-It" way. It is the only happy, painless way in the world. Two drops



"Get the Drop" on That Corn—Use "Gets-It" and the Corn is a "Goner!"

of "Gets-It" on any corn or callus dries at once. The corn finally loosens off from the toe, so that you can peel it off with your fingers in one piece, painlessly, like peeling a banana. Great stuff, wish I'd done that before. There's only one corn-peeler—"Gets-It." Toes wrapped up big with tape and bandages, toes squirming from irritating salves, it's all a barbarity. Toes wounded by razors and knives, that's butchery, ridiculous, unnecessary, dangerous. Use "Gets-It," the liberty way—simple, painless, always sure. Take no chances. Get "Gets-It." Don't be misled by imitations. See that you get "Gets-It." "Gets-It," the guaranteed, money-back corn-remover, the only sure way, costs but a trifle at any drug store. Mfg. by E. Lawrence & Co., Chicago, Ill.

Sold in Ashland and recommended as the world's best corn remedy by McNair Bros.

SCIENCE WILL DEVISE COOTIE EXTERMINATOR

The Department of Agriculture takes the French "cootie" more seriously than did the Yankee soldier, who facetiously remarked that since his experience in France he could understand why the pictures of Napoleon always represented him with one hand stuck in the front of his shirt.

The Department of Agriculture recognizes the humor of that joke, but it is going to do more than laugh—it has directed some of its scientists to discover a preventive or exterminator for the "cooties," of which every man "over there" complains.

The effort will be to limit multiplication of the parasites, if possible, and to devise some chemical that will destroy the pest without injuring the skin or the clothing of the soldier. The work will include laundering processes.

Old papers for sale at the Tidings office.

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