

FUEL SHORTAGE HURTS GERMAN WAR INDUSTRIES

Munition Plants Only Operate Part of Time Because of Shortage of Coal, Electric Current and Materials—Workmen Demand Pay for Time Lost.

WASHINGTON, Aug. 6.—The Kaiser's troops are threatened with shortage of munitions and war supplies. Germany's war industries are slowing down on account of lack of coal, electric current and materials. For weeks her munition plants have been running only part time, producing only a part of the guns, shells and other weapons on which modern military success depends.

This is considered in Washington to be the real underlying cause of Germany's peace moves and the frantic efforts of the Kaiser to obtain decisive results on the Russian front.

This great news comes thru a copy of the Frankfurter Zeitung, which has just reached Washington, an obscure paragraph of which tells the whole truth about Germany's critical condition. How it escaped the eagle eye of the censor is a mystery.

"In view of the fact that the working of short time is becoming more common in the war industry, on account of shortage of coal, electric current and materials, we demand that the workmen shall everywhere be paid for the time lost.

Pay for Lost Time.
"The intolerable prices of food and all other necessities compel the workmen to insist upon this demand, as a further deterioration in their living conditions is unbearable."

Analysis of this resolution shows its importance. This is not a local union protesting about conditions that might arise from a transportation tieup, but the strongest of all the German unions with a pre-war membership of 1,106,000, represented in every industrial city, protesting about the loss of time in war industries generally, demanding that workmen "everywhere" be paid for this time.

The loss of productive time is not due to a deficiency of some one material for which a substitute might be found by German science, but to a shortage of the essentials of industry—"coal, electric current and materials."

Affects War Industry.
This shortage is affecting not the woodworking industry or some other line of manufacture with which Germany could dispense, but the "war industry," without which Hindenburg's millions would be little better than so many tin soldiers.

This loss of time, "becoming ever more common," is not simply a matter of a day or two once in a while, but is so prevalent that this great union, ultra-loyal from the beginning of the war, is at last driven to voice its demands to be paid for this shortage in their pay envelopes.

There can be little doubt the shortage of coal has been caused in part at least by the furious allied attacks on Lens, the great French coal center, but there is reason to believe, as indicated by previous dispatches, that even the German mines are not producing up to capacity on account of lack of able-bodied men.

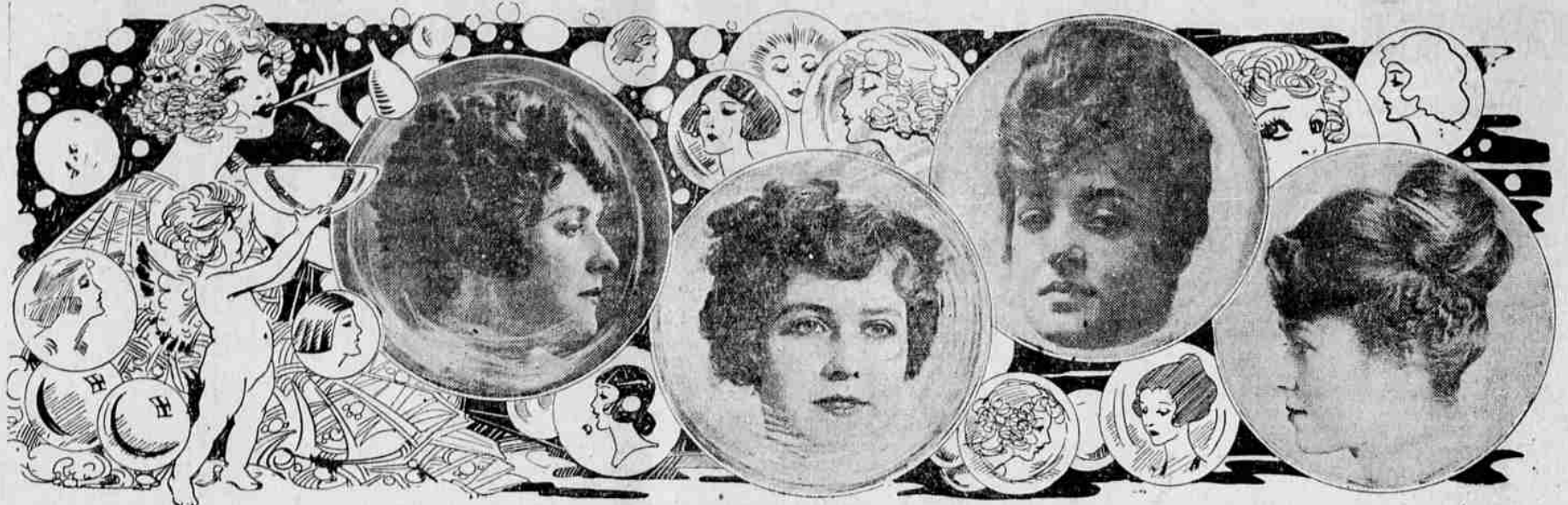
Due to Coal Shortage.
The shortage of electric current arises from the coal shortage, but it means more than a mere lack of current to operate machines. Shortage of electric current means Germany's supply of nitrates, the essential bases of powder and every form of explosive. Germany has no nitrate deposits and is forced to rely upon the fixation of atmospheric nitrogen by electric current.

The vital meaning of this obscure paragraph in a German newspaper is that the German war machine is breaking down and no amount of frozen drives by the Kaiser or crown prince on Russia or the western front can conceal that fact.

Confirmation of the above is contained in two recent dispatches, one from Switzerland stating Germany has refused to let Switzerland have more coal unless a huge loan is granted, and the other from Berlin announcing restaurants, hotels and other public places have been ordered to reduce lighting to one-fifth the illumination permitted up to December, 1916, on account of coal shortage. This means they will be permitted to furnish light only two hours a day, which barely covers the most restricted meal time.

J. J. Deadmonds is a visitor in the city today from Watkins, Oregon.

Beauty Bubbles Blown by Dainty Dame Fashion



"Bubble, bubble, toil and trouble," crowns the old witch.
That young witch, Dame Fashion, must bubble with merriment as she quotes the line and continues to blow

her great glittering bubbles to heighten beauty's charms.
Take coiffures, for example. Nothing hue toil and trouble this fall for the girl who would be smartly coiffed. Fashion has thrown a score of style

ideas into the air and most of them have burst. There remains no set ways of dressing the hair. Only a few ideas persist to float into popularity. Coiffures cover the ears. One side or the other of the front

hair waves low over one eye or the other, if the face is long; or right in the middle of the forehead, if the face is round.
Sophisticated coils are carelessly piled, curled, twisted, coiled and puff-

ed. That is where the toil and trouble come in. How to achieve that careless look and still be well groomed takes time, study and much experiment.
Just where to adjust one's curls and

coils depends altogether on the shape of one's head.
"Select your coiffure as you do your hat," says the dainty dame who dominates the boudoir. "Is it becoming? That is enough."

JAPAN READY WITH SHIPS IF U. S. PAYS PRICE

War Mission to Offer Needed Help in Overcoming U-Boats and Stabilizing Russian War Front, Given Free Hand in China and Immigration Problems Are Settled.

WASHINGTON, D. C., Aug. 6.—When the Japanese war mission arrives in this country, the best and wildest Nipponese diplomatic brains will be pitted against Uncle Sam in one of the greatest bargaining matches in history. Upon the outcome will largely depend not only the future of hitherto troubled relations between the United States and Japan, but the stabilizing of the Russian war front, the greater participation of Italy in the war, the circumvention of the German U-boat campaign and, possibly, the very decision of the war itself.

Japanese Terms.
The Japanese will have two great trump cards to play. They have a merchant marine of nearly 2,500,000 tons and a magnificently trained army of more than 2,000,000 men.

The Japs have made money out of the war, so much so they are now a creditor instead of a debtor nation. They are willing to continue making money by selling ammunition and artillery to Russia.

But they want something more than money for their ships and their troops. They would like to have a settlement with this country over the land and immigration questions in the Pacific coast states. And even more important from their viewpoint, they would like to have Uncle Sam agree to their having a free hand with China.

Want China Closed.
The American policy in China has been the open door. If Japan is given her way, the door will not only be closed, it will be shut with a reverberating bang.
Every impulse of the American statesmen will be to insist upon the open door. But just about that time European statesmen, representing our allies, will point out what Japan can do for the cause. She can send several hundred thousand men into Russia by the Siberian line, and these trained and perfectly equipped troops would help stiffen the Russian troops facing the Germans and Austrians.

But even more vital are Japan's ships. Italy has over 4,000,000 men, but not enough ammunition, because she lacks steel and coal. She has troops to spare if she can get these commodities. Japanese ships could carry American steel and coal to Italy and food to the allies.

To Pay the Price.
To pour Japan's Tremendous merchant marine thru the Panama canal, load it at American ports and send it across the ocean convoyed by American, Japanese and allied destroyers would be a large measure to defeat German U-boat plans until the American shipping board could construct its tremendous number of ships.

The only question at issue is whether Uncle Sam will pay the price in money, in immigration laws and in a closed China.

ARMY OF EXPERTS KEEP SAMMIES WELL EQUIPPED

Drains and Business as Necessary as Bullets and Bayonets at Front—Transportation and Supply Difficulties to Be Overcome—Many Difficult Problems to Be Solved.

By C. C. LYON.
WITH THE AMERICAN TROOPS IN FRANCE, Aug. 6.—Bullets, bayonets, brains and business!
Just now, when thousands of American boys are training within sound of German guns and a million are getting ready to cross the Atlantic, brains and business, organization and efficiency, are demanded as much as guns and ammunition.

Must Eat to Fight.
The American soldier can't fight unless he eats; he can't march unless he has shoes; he can't be rushed from one part of France to another unless there are adequate railroad facilities; he can't "stand the gaff" of the trenches unless he is in sound physical condition.

"We need in France, an army of trained business experts as well as fighters," said a high American officer.
"Our fighters won't count for much unless there is behind them an organization able to supply them with everything they need, when they need it."

Surrounding General Pershing here are a number of keen, tireless men, working early and late, week days and Sundays.

These men have tackled the problems of how to bring into France every day, one pound of meat for every American soldier landed; a proportionate amount of other foodstuffs; clothing, arms and ammunitions; construction of salvage stations, ice plants, gasoline storage stations; importation of iron and steel; and heating equipment for trench dugouts.

Need Many Experts.
"We need hundreds of more experts," said a chief. "We consider it the patriotic duty of technically trained Americans to offer their services in their particular line."

The American "Sammy" is to be the best fed soldier in the world. He is to have one pound of meat a day, considerably above the allowance of other armies.

Practically every ounce of food for the American army must be brought from America.

Think of the transportation difficulties to be overcome! America must not only help feed her European allies but she must find enough ships to keep her own army supplied.

Oil and gasoline also must come from America. A thousand tons of ice must be manufactured every day to preserve the food of a million fighters.

Heating the Dugouts.
Heating the American dugouts next winter must be accomplished regardless of cost or difficulties in transporting apparatus from America.

For the hundreds and thousands of autos and trucks the Americans will use there must be hundreds of skilled mechanics.

For every division of troops it is figured 4700 tons of medical sup-

plies and equipment will be needed.

The problems of business, organization and efficiency would not be so difficult for the Americans were they fighting on their own soil where the only transportation difficulties would relate to the railroads.

But American push and energy will surmount all difficulties. I've watched the "business end" of the American army at work and I predict it will not be many months until the American "back of the lines" organization will be just as efficient as that of the English and the French who have had three years start of us in experience and operations.

JONES APPOINTED TO EXPERT BOARD

WASHINGTON, Aug. 6.—Thomas D. Jones, Chicago business man and capitalist, whose nomination to the federal reserve board was rejected by the senate, after a memorable fight, was today appointed a member of the exports administrative board, succeeding Edward N. Hurley, who became chairman of the shipping board.

The exports administrative board is the right hand of the exports council, thru which supplies are being kept from being sent to Germany by way of neutrals.

The appointment of Mr. Jones to the present position requires no approval by the senate, which rejected his nomination to the federal reserve board in 1913 on the ground of a close connection with "big business."

Among the tourists visiting in the city today is C. W. Roberts of Miravista, California.

EASIER TO FLY THAN TO DRIVE AN AUTOMOBILE

War Eagles Turned Out in Four Hours at American Training Stations Thru Remarkable Curtiss Training Machine, With Dual Control—Learning Simplified.

By BASIL M. MANLY.
MINNEOLA, N. Y., Aug. 6.—It's easier to learn to fly a warplane than to learn to run an automobile!

That's what I learned at Mineola, the eagle's aerie—the nesting place of the great American bird, king of the skies.
For Uncle Sam's great Mineola aviation field is the school where the eagle's young are taught to swoop over the fields of France, carrying terror to German vultures.

Easy to Learn to Fly.
Easier to learn to fly than to learn to run an auto! How long did it take you, or your neighbor, to gain the confidence of his machine? Well, at Mineola mere boys become expert pilots, ready for the finishing touches of instruction in war combat in four hours.

Most autoists stay out of the downtown traffic congestion for four weeks, to say nothing of four days. And as for auto mastery in four hours—unheard of!
"That boy is one of our best graduate airmen."

I followed the gesture of my officer-guilde to a figure in khaki.

Then like a jolt in the ribs came from the officer:
"He learned in four hours. He is ready for France."

I had turned my gaze back to the sky. Things had seemed interesting there. Half a dozen huge planes were circling, passing and re-passing. I had been thinking a collision was about due.

But—"Became a star pilot in four hours!" I studied the boy—yes, boy, apparently about 20, slim, cool, no swagger, just plain American boy.

Learn in Two Hours Time.
I had made a mistake craning my neck upward. After that I kept my eyes closer to the ground.

And the most important thing I learned at Mineola was that the men, the soul of the eagles, were more worth watching than the air, the element they conquered, or the planes, their wings.

"Just tell me," I said to the officer piloting me past hangars, tents and barracks, "how they do it."

He matched my surprise. "Why," with a shrug, "They learn to fly alone in two hours. If they can't fly alone in ten hours, they leave, so they won't waste our time. After 20 hours of actual flying they are ready to become officers—or castoffs. They must have passed all the test stunts—cross-country flights, triangular flights, accurate landings on fixed marks, and so on.

"Then, as officers, after a little time at an advance school, here or in France, learning to handle fast machines, aerial gunnery and bomb-throwing, they are ready for their first air battle."

Remarkable Machine.
The remarkable Curtiss JN machine, greatest training airplane in the world, adopted by the British, is responsible. It is a dual-control ma-

chine—just as if an automobile had two steering wheels, two gear shift levers, two fuel controls, so the instructor could at any time check or correct the learner without interfering with him.

There are two seats, one directly behind the other. In front of each is a complete set of controls, interlocked. The pupil climbs into the front seat. He keeps his hands and feet on the controls to learn "the feel of it." The instructors in the rear, manipulates them.

An auto steering wheel, turning from left to right for sidewise direction, and swinging backward and forward for up-and-down direction, a steering bar on the floor operated with the feet like the steering bar of your old sled, and the engine throttle—these are the controls.

The second time up for his 30-minute lesson the pupil does the flying, and if he makes a false move the instructor's hand checks him. The fourth or fifth time up the instructor doesn't expect to do much checking. He's there for safety only.

And "Safety First" is the motto all over the aerie. One broken strand of wire, out of a woven cord of 20 strands, means repairs. Every machine is thoroughly overhauled before every flight.

Notice of Dissolution of Partnership.
Notice is hereby given that the undersigned M. W. Wagner and N. M. Walker heretofore doing business at No. 314 East Main street in the City of Medford, Oregon, under the name of Star Meat Market, have this 1st day of August, 1917, voluntarily dissolved partnership. The undersigned, M. W. Wagner, retiring and all bills due the firm are due and payable to N. M. Walker who assumes all liabilities and will conduct the business at the same place.

M. W. WAGNER,
N. M. WALKER. 117



95% of your foods are cooked

LUCKY STRIKE CIGARETTES
"IT'S TOASTED"

20 for 10C

YOU know that 95% of your foods are cooked.

They are cooked to add flavor; to "seal in" flavor; whether they're broiled, roasted or toasted.

For the same reason we toast the Burley tobacco for the Lucky Strike cigarette. The delicious Burley flavor is sealed in because the tobacco—

It's Toasted

Guaranteed by
The American Tobacco Co.