

UTILIZES FORCE OF GRAVITY TO GENERATE POWER

Inventor and Scientist Claims to Have Discovered the Method of Transmuting the Force of Gravity Into Other Forms and Sail Airplanes By Dead Reckoning.

(By John E. Lathrop, Special Correspondent.)

WASHINGTON, D. C., May 7.—John Washington Eisenhuth, scientist, claims he has discovered the method of transmuting the force of gravity into other forms.

Rather a commonplace statement to the uninitiated—yet it is, if true, the most remarkable discovery of the age—the equal of the "Garabed" which the government is now investigating. It is usually referred to as "utilizing energy."

If Eisenhuth's claims are valid, he can realize in substantial form this dream:

Send an airplane, carrying eight men and 10 tons of bombs, from a Pacific coast city to Berlin, without stops en route, and blow up the kaiser's Potsdam palace.

Sailing by Dead Reckoning.

For John Washington asserts he still has another vitally important secret—how to send an airplane by dead reckoning, as a navigator sails the ocean when the sun is obscured, and he can take no observations to determine his latitude and longitude.

All who have been at sea know that navigators every day take observations of the sun, thus learning exactly where they are on the ocean's expanse. Coming down from the Arctic Circle in a former year I witnessed such dead reckoning sailing—13 days from Bering Sea to San Francisco, during which the sun was not visible. Yet we made the Golden Gate within a few miles—struck the coast shortly north of the Gate's entrance.

Allowance is made for "slip," winds and current deflection. Careful navigators may thus achieve remarkable accuracy of course-fixing.

John Washington's Application.

This scientist asserts—and offers to prove it—that he can apply this dead reckoning to an airplane, the plane sustained in the air by transformed gravity force, so that he can sail it if desired a mile an hour, and, 20,000 feet in the air, the darkest or foggiest night, take his death-dealing load of men and 10 tons of bombs, and with a map to go by, know exactly where he is above a given spot—the kaiser's palace, for instance.

He may be given an opportunity by the government to make the trial. If he does, and succeeds, isn't it just about true that the war ends with victory for the allies so soon as a hundred or so of these planes can be built?

They could ride high in the air, and blow up Germany—palaces, armies, fortresses, railways and supply depots.

Not Nullify, But Transforms.

The idea of transmuting gravity is not new. Science has sought the way for generations. It is erroneously referred to by some as the attempt to "nullify" the law of gravity.

Of course, natural law cannot be nullified. For such laws are always Median and Persian in their immutability. But often a law is apparently nullified. Your house is afire. I break in, to extinguish the flames. But the law of private property says, I may not break into your house. I must, however, break into your house if I see therein a blaze consuming the contents and threatening the structure. I enforce—safeguard—the law of private property when I force myself into your house for that purpose—I don't nullify it. So the law of gravity cannot be nullified—perhaps John Washington can transform the "force" of gravity as he claims.

We Now Transform Energy.

It is no fantastic conception—to transmute the force of gravity. For already we used transmuted force in many ways. Out in the mountain divisions of the Chicago, Milwaukee and St. Paul railway, trains are hauled up steep grades by electric power.

That power is merely energy which has gone through many changes of form. It came from the sun—or that we believe—in the form of rays of light. The heat evaporates the water. It raises as vapor. The wind blows it across the surface of the sea, and on to some mountain. There it falls when it strikes a cooler stratum of air. It falls down a grade—river—against a turbine wheel, generates power, and the power electricity to run those C. M. & St. P. mountain division trains.

Hard Row for Discoverers.

All great inventors must meet with skepticism. Newton was scoffed at;

Franklin laughed at; Holland—submarine Holland—was jeered at; and the Wrights—airplane Wrights—were made the butt of ridicule. But each one established himself as of the earth's wonder workers. Perhaps John Washington Eisenhuth will do that.

He has taken up the matter with the authorities here, and it is still under consideration—just how seriously cannot be known yet.

But someone is going to learn how to transform the gravity force some day, and when he does a lot of now valuable machinery will be "scrapped"—the junk pile will indeed be a large one.

For water power, steam, and electricity in that day will be utterly useless. The energy that is all around us—pulling all the time to prevent us all from flying off into space—will be simply modified in its form, and run the machinery of the world, heat the buildings, do man's work.

Power to Eisenhuth, Garabed, and all others who claim they have found the way.

OFFICERS SEARCH DISTRICT ATTORNEY'S AUTO FOR BOOZE

Unknowingly hardened special deputies of Sheriff Jennings who have been placed on duty up in the Siskiyou to apprehend bootleggers and persons returning from California with liquor for their own use stopped County Prosecutor Roberts last Sunday night, searched the car he was in, jostled up against him and otherwise mauled his dignity. Of course they found no booze or even a trace of it, and they will probably not know who they stopped until they read this article.

Mr. and Mrs. Roberts and another well-known Medford couple made the trip to Yreka and return Sunday with several other equally well-known Medford couples. The party was in three autos. On the return trip the cars were strung out some distance apart and a prominent fruit man and his wife were in the lead. Near the summit of the mountain the first car was stopped by the guards and searched. The fruit man, knowing that Mr. and Mrs. Roberts were in the second car informed the guards that they had better examine the following car as its occupants were very noisy and probably had lots of booze.

Then along came Mr. and Mrs. Roberts. At once the alert deputies jumped out and halted their car and made the occupants get out while they searched it thoroughly. Every one in a while the deputies would bump up against Mr. Roberts, evidently by accident, in hopes of feeling a bottle in his pocket or concealed about him.

All this time the prosecutor made no protest nor did he reveal his identity. Almost every car that came over the Siskiyou Sunday night, and there were many, was stopped and searched.

OPPOSES CONFERENCE WITH HUN LABOR

LONDON, May 7.—George H. Roberts, minister of labor, speaking at Norwich yesterday, declared he was still strongly opposed to any conference with the laboring class in Germany. He mentioned the presence in England last week of representatives of the American Federation of Labor. These men, he said, had come to England with definite instructions to resist every maneuver to bring them into contact with enemy citizens.

UNIVERSITY OF OREGON ALUMNI DINNER MAY 10

The following letter has been sent out to U. of O. alumni in the valley: Dear Alumni: For this year, May 10 is the appointed state-wide "Oregon day." The valley alumni will meet for dinner at 7 o'clock, the Hotel Medford, and will hold an evening session. Everyone who has attended the university three weeks or more is urged to be present. Please bring this to the attention of all the "Oregon" people you know as the committee may not have the names of all the valley alumni.

Reservation will be fifty cents per plate and these must be made in advance. Please notify the committee on or before May 8.

We are all proud of the splendid record our alma mater is making. For a still greater future she needs our support. Let us get together, renew old associations, meet new alumni and help keep the old Oregon spirit flaming.

COMMITTEE ON "OREGON DAY": H. H. Matthews, Phoenix, Ore.; Vernon Vawter, Medford, Ore.; P. E. Baker, Medford, Ore.; Homer Hillis, Ashland, Ore.

RED X MISSION FOR RUMANIA ESCAPES HUNS

Eventful Flight of Americans From Jassy—Dodge Germans at Odessa and Fired Upon in the Ukraine—Special Train Provided but Many Adventures Encountered.

LONDON, May 7.—In an eventful flight from Jassy, the Rumanian capital, the American Red Cross mission to Rumania, which now has arrived in London, escaped from Odessa 36 hours before the Germans entered it only to be fired upon by a German battery in the Ukraine 200 miles north of the famous Black Sea port.

The German shells did no damage to the Red Cross train, falling about half a mile from it, but several members of the mission breathed a sigh of relief when this came to an end after five minutes which had seemed like hours.

When the mission left Jassy it was known that the journey likely would be dangerous. Reports in Jassy as to the whereabouts of the Germans varied greatly but it was fairly clear that they were within 50 or 60 miles of Odessa and that their advance parties might be encountered along the line. Most of the parties on the train were officers and privates of the French military mission to Rumania and it was hardly to be expected that German guerrilla bands would make any distinction in favor of a few American Red Cross uniforms.

Given Special Train.

The American Red Cross mission left on the third of six trains which carried the allied missions from Jassy. The first train left at noon March 9 and the other trains followed at intervals of two or three hours.

Each train was provided with food for a month. There were no dining cars and the food was cooked in two military food kitchens abandoned by Russian troops which were carried on a freight car on the end of the train. Three other freight cars loaded with rails, ties and railway iron also were carried so that the road could be repaired quickly in case of accident or if the Germans had torn up the line.

The train on which the Americans traveled was one of the most extraordinary combinations of railway rolling stock ever seen. American doctors and officers had a train class sleeping car while the nurses had a second-class sleeper. Both cars were of ancient Russian vintage and without water supply or heating facilities.

Engines of 1876.

The French officers had sleeping cars, some Russian and some Rumanian, but the privates were compelled to use ordinary freight cars of nondescript types and two or three passenger cars.

The engine dated back to 1876 and burned wood which was picked up along the way. The engineer matched the engine. He was an elderly Russian of Bolshevik opinion, and had to be fed with rubles and cognac almost as frequently as the engine required wood. He carried his family with him in a box car next to the engine and whenever meals or other domestic affairs required his attention he stopped the train and went "home" to his box car.

Just outside Odessa the engineer became dissatisfied with the flow of rubles and cognac and went on a strike. The French officers tried to reason with him, but he was obstinate and departed with the engine and the box car, leaving the remainder of the train standing on the main line. He had chosen a rather critical time, for reports were current that the Germans were likely to reach the railway at any moment. After some delay the French succeeded in finding another engineer and engine and the train proceeded.

Narrow Escape at Odessa.

As a matter of fact German battalions entered Odessa only 36 hours after the Americans passed thru the city and it is believed probable that some of their advance parties already were in the suburbs at the time the engineer went on strike.

The striker apparently suffered a change of heart soon after he left the train, for the next day when the train was a hundred miles or so beyond Odessa, he with his engine and "home" caught up with the train. He begged the French officers to take him back on their own terms. The French declined to reinstate the old engineer and the last seen of him he was taking his engine and box car backward on the return trip to South Russia.

Two U. S. Generals Dismissed.

WITH THE AMERICAN ARMY IN FRANCE, May 6.—(By the Associated Press.) Brigadier-General Benjamin Alvord, adjutant general of the American forces, and Brigadier-General A. E. Bradley, chief surgeon, have been relieved of their positions on account of ill health and are returning to America.

Lieutenant-Colonel Robert C. Davis will act as adjutant general and Colonel Merritt W. Ireland as chief surgeon.

Medford Man Has Thanksgiving Every Day.

Two years ago, after suffering many years with stomach trouble, I took a course of Mayr's Wonderful Remedy and haven't been sick a day since. I can eat anything I want and have no pain at all. Three doctors had advised operation, but your remedy has cured me. Every day is Thanksgiving for me. It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. All reliable druggists. —Adv.

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Squeeze the juice of two lemons into a bottle containing three ounces of orchard white, shake well, and you have a quart of the best freckle and tan lotion, and complexion beautifier, at very, very, small cost.

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