

# AMERICA FAST CATCHING UP ON AIR PROGRAM

### Aircraft Production Increased Far Beyond Expectations—Liberty Mo- tor a Success in Every Way and Now Recognized as Perfect Pro- duct—In Demand in England.

CLEVELAND, July 17.—There have been rumors regarding aircraft affairs of curtailed output, of failure of the Liberty motor, of fabulous profits being made and of every possible disaster and phenomenal success one might imagine.

As to aircraft affairs, Ray Sherman, editor of Motor World, says: "We have been somewhat misled by over-optimistic statements a year ago. There may have been delays in the rapidly put together industrial machine that was to turn out aircraft but when one gets down to the facts one finds that the Liberty motor is a success and not a failure and that the aircraft production is farther along than it was believed that America could be at this time.

### Big Production Country

One thing should be remembered in connection with American industry: America is a big production country, which means that millions of dollars and weeks of time are spent in tooling up and getting ready, but once her plants get ready they are in position to turn out things at a rate of which Europe never dreams.

"Some of the delay in aircraft production may be due to incompetence and confusion because of the speed necessary, but much of it is due to tooling up and could not have been avoided with the most efficient organization."

"The Liberty motor," said Al Reeves, executive secretary of the Automobile Chamber of Commerce, at the dealers' meeting here, "is admitted by France, England and Italy to be the most perfect and wonderful motor ever produced. It is the work of the best engineers in this country and they are building airplanes now with three of these motors in them which will carry the message to Berlin we have for so long wanted to send.

### Auto Factories Busy

"As to automobile factories, some of them are engaged almost entirely in war work. Some have erected large extensions in order to take care of government contracts and regular work, too, so far as labor and materials permit. The factories have taken all the government work that is available and have room for more when ready.

"As to materials, the situation has become indefinite. Officials have stated that the motor car factories can have but little steel. On the other hand the steel people have said that, with a budget of government needs in hand, it will be possible to do good service to all in supplying steel, but the budget has not been forthcoming, so the steel question is unsettled."

### Standardization Aids

The automobile factories are putting government work ahead of everything else. Standardization of parts in airplanes has helped wonderfully in speeding up aircraft production and it is stated by officials that when the crates of planes are received "over there" it is not necessary to match up different parts in the same way that they are put together in this country. The parts will go together because they are interchangeable, and it is recorded that in the space of two hours from the time of receipt of planes in France, a plane has been put together, the engine started and the plane flown.

Howard E. Coffin, former head of the Aircraft Construction board, recently stated that in England, after over three years of war, in a plant where over 10,000 men are employed but 50 engines per week and having 50 horse-power less than our Liberty motors, are being built, while in this country, with 120 days several plants will be turning out from 50 to 100 motors per day.

With these facts known it becomes more convincing that American industry is going a long way towards winning the war.

### LONDON NOW SAFER AGAINST AIR RAIDS

LONDON, July 17.—Maj. Gen. Ashmore, commanding the London air forces, reports that raids on London are being made too expensive for the Germans to continue by improved methods which are bringing down more Hun aviators in each raid.

# BALKAN DRIVE TO EXPEL HUN FROM SERBIA

### Albanian Offensive By Allies Believed Beginning of Campaign for Re- ception of Serbia—Program Is First to Clear Albania Then Apply Pressure From Salonika.

LONDON, July 17.—The Franko-Italian drive in Albania and Macedonia is now occupying the attention of military experts second only to the offensive on the western front.

It is the general belief that the offensive is more than a series of small attacks—that it is, in fact, the beginning of an allied campaign for the redemption of Serbia.

The fighting since the drive began on Monday has been done mostly by the Italians, on the western end of the battle line stretching from the Adriatic to the Aegean seas. It is expected, however, that within the next few days the allies will extend the scope of their offensive to the east, and the Serbian, French and British troops holding the line between Monastir and Salonika will attack the Bulgarians in force.

Monastir has been held by the little Serbian army since it was recaptured in 1916. The strongest positions held by the Austrians are just north of the city and about Lake Doiran.

### Albania to Be Cleared

The allied campaign has been directed first toward clearing Albania of the Austrians, driving them back toward the Serbian border. When this is accomplished the Austrians will be subjected to increased pressure opposite Monastir and on their right wing along the Serbian border.

This will force a retirement along a line of more than 200 miles, and, if pressed by the allies, will compel the Austrians and Bulgarians to fall back along the whole front.

The offensive has been pressed with the same vigor that marked the Italian counter attacks in Venetia last month. An Albanian army, under Essad Pasha, has given valuable aid to the Italians because of its intimate knowledge of the difficult country.

### Austrian Line Weak

The center of the line is held by Montenegrins, Serbians and French troops, while the British, aided by Greek detachments, are holding the right flank toward the Aegean.

The rapidity with which the Austrians fell back along the River Sava before the initial advance indicates that their line was thinly held, probably having been weakened by moving troops to the Italian front for the recent offensive there.

The allies have taken advantage of this fact, as it was expected they would. A continuation of the drive will force Austria and Germany to withdraw troops from France and Italy to re-enforce their armies in the Balkans. Bulgaria can be counted on for but little further help, as most of its army already is in the line. Turkey may be called on by the Ententes, however, to help the Huns hold Serbia.

# \$5000 FOR LIME PLANT GOLD HILL

CORYALLIS, July 17.—The state emergency board, having granted \$5,000 to the Oregon state lime board the state plant at Gold Hill should be in operation by August 1 if there is no hitch in obtaining the necessary equipment promptly, according to Dean A. B. Cordley, chairman of the board.

While this is not sufficient money to fully equip the plant, it can be put in operation, and money obtained through the sale of the finished product of the plant. The demand for lime is particularly urgent at this time because of war conditions.

### PROFESSOR GRESSLEY'S SUCCESSOR NAMED

At a meeting of the school board with Mr. Davenport, the new school superintendent last night, Mr. McReynolds of Kent, Wash., was selected to take the place of J. M. Gressley who recently resigned from the commercial department to take a position in Seattle. Mr. Davenport discussed various phases of the school work with the board and made an excellent impression. According to one of the members he showed a level head, excellent executive ability, and promises to place local schools on a better basis than they have ever enjoyed before.

# America's Roll of Honor

Today's Casualty List Sent By Pershing From Eatte's Front in France.

WASHINGTON, July 17.—The army casualty list today shows: Killed in action, 39; died of wounds, 16; died of disease, 4; died of airplane accident, 2; died of accident and other causes, 6; wounded severely, 27; missing, 9; prisoner, 1. Total, 101.

The list includes Private Ernest Paasehke, Junction City, Ore., died from wounds; Private Norman H. Hawkins, Weiser, Idaho, died of disease; Private Robert O. Borgert, Brady, Mont.; wounded severely; Private Robert E. McEaney, Vancouver, Wash., missing in action.

### Killed in Action

Sergeants Ralph Cox, Sharpsville, Ind.; Charles Davis, Washington, N. C.; Corporals Dave Davis, Soddy, Tenn.; Claude R. Harper, Social Circle, Ga.; Samuel M. Kraft, Akron, O.; Luke Napdon, Brooklyn; Harry Peters, Toledo; William H. Salvador, Philadelphia; Cook Joseph W. Hoce, Salisbury, N. C.; Privates Charles A. Tremont, Brooklyn; Alfonso P. Baldwin, Des Moines; Samuel Belinski, Bridgeport, Conn.; Joseph Bucior, Buffalo; Bradley Burkhardt, McRoberts, Ky.; George H. Downing, Natural Bridge, N. Y.; James A. Dunham, Whiting, Kas.; William Ellison, Elmira Heights, N. Y.; Roy L. Finney, Cambridge, Kas.; Edwin L. Frank, Constableville, N. Y.; Frank B. Huddleston, Melbourne, Fla.; Morris Krupot, Brooklyn; Samuel Lemman, Canandaigua, N. Y.; Nick Mainus, Azia Greece; John H. Meagher, Lillis, Kas.; Robert E. Mitchell, New Haven; Charles E. Montague, Hoboken; William Newsbama, Fulton, New York; Samuel R. Nicholas, Tullahoma, Tenn.; Earl O. O'Brien, Ronceverte, W. Va.; John O'Connor, Elmira, N. Y.; Charles E. Patterson, Paola, Kas.; James H. Poe, Laurel, Bloomery, Tenn.; Joe D. Pulliam, Round Bottom, Va.; Charles A. Seliaivone, Waterbury, Conn.; William Zibert, Hagerstown, Md.; Donald C. Stough, Linden, Wyo.; John Tesro, New York City; Milton E. Vannell, Bronx, N. Y.; Serg. George Gezers, Green Bay, Wis.

### Missing in Action

Sergeant Carl S. McKee, Sibley, Iowa; Corporals Charles H. Doane, Terre Haute, Ind.; Earl E. Murphy, Hartford, Conn.; Robert E. McEaney, Vancouver, Wash.; Mike Orestean, East Youngtown, Ohio; John E. Scullo, Waterbury; James J. Shen, Cincinnati; James Writenour, Smiths Mills, N. J.

### Prisoner—Private Effin Labuky, Philadelphia.

### Died From Wounds

Lieutenants Scott L. Lennen, Soldier, Kas.; Harold C. Mills, Troy, N. Y.; Sergeants John J. Hogan, Syracuse, N. Y.; Newton Londen, Humansville, Mo.; Corporals Ernest Benedict, McLean, Ills.; Gerald D. Fitzgerald, New York; Nathaniel M. Conahy, Newcastle, Pa.; William H. Parsons, Sandy Hook, Ky.; Privates Joseph J. Butler, Burlington, Vt.; Max Feinsard, New York; Raymond Harrison, Torrington, Conn.; Frank W. Manning, Newton, Mass.; Edward A. Nelson, Lowell, Mass.; Ernest Paasehke, Junction City, Ore.; John O. Pearson, Elyria, O.; Van R. Tolford, Sand Creek, Mich.

Died of disease—Sergeant Gordon Bentley, Pontiac, Ill.; Privates Norman H. Hawkins, Weiser, Idaho; Paul W. Hornaday, Royal Oak, Mich.; Nicolai Piceah, Ardmore, Pa.

Died from airplane accident—Lieutenant Abram R. Frye, New York; Sergeant Robert Dunn, Norwich, N. Y.

Died from accident and other causes—Wagoner Edwin H. Gray, Elaine, Utah; Privates Harold A. Blainor, Chicago; Francis J. Burekley, Lewis L. Burger, Birmingham, Ala.; Donald L. Figenbaum, Harvey, Ills.; William Laidlaw, St. Paul.

### Wounded Severely

Sergeants Harper C. Burns, Parkers, W. Va.; Joe C. Collins, Winnebago, Minn.; Steward Fatland, Minneapolis; Weldon Giles, Leonard, Tex.; Joseph Hibbert, Philadelphia; Elmer C. Lindquist, Hartford, Conn.; Robert A. Roper, Memphis, Tenn.; Albert S. Samples, Richmond, W. Va.; Robert Sweed, Cincinnati; Corporals Noah Awead, Cincinnati; Steve Baranowich, Frankfort, Pa.; Harry N. Hall, Philadelphia; James M. Jones, Williamston, N. C.; Robert E. McDonough, Marshalltown, Iowa; Edwige Meszanotte, Philadelphia; Benjamin Napier, Tolliver, Ky.; Bruce E. Nubig, Oswego, N. Y.; Fred A. Raiken, Estherville, Ia.; Joseph W. Rees, Hornell, N. Y.; Morris Schuchman, New York; Clarence D. Scott, Wellington, Del.; Willie Singleton, Ritchie, Ky.; Musician John Branca, Harrisburg, Pa.; Mechanic James A. Esposito, Jersey City; Wagoner Thomas Zung, Brooklyn; Cooks Abraham J. Doherty, Lower Campsie, Ireland; Arthur L. Kramer, Sioux City; Privates Zachary Bailey, Berwind, W. Va.; Joseph Beck, Chicago; Elisha Edell, New Britain, Conn.; Harry Berry, Oudensburg, N. J.; Ivan D. Perry, Council Bluffs; David V. Brinkley, Ames, Iowa; Hubert Blayney, Okla, Iowa; William F. Borehard, New York; Robert O. Borgert, Brady, Mont.; Joseph Borowski, Bessemer, Mich.; Paul L. Brady, Whitesboro, N. Y.; Silas D. Branham, Amherst, Va.; Lawrence E. Brooks, Connetquot, Ia.; Ray S. Brooks, Radcliffe, Col.; John Capuziello, Lawrence, Mass.; Sol B. Cohn, Oakland; John R. Coudridge, Fort Worth; Royal Gilbert, Rome, N. Y.; Andrew Cushee, Gilberton, Pa.; Paul Dibotonica, Rochester, N. Y.;

# FRUIT JUICES TAKE NO SUGAR: HOW TO PRESERVE THEM

WASHINGTON, D. C., July 17.—Homemade fruit juices take no sugar and may be used during the winter months in a variety of ways, according to specialists of the United States department of agriculture. One important use for fruit juices is in the making of jellies at a time of year when sugar or its substitutes may be more plentiful and when it is more convenient to do the work. In this way freshly made jellies may be available all through the winter.

Fruit juices may be pressed out of fruit by means of a cider press, special fruit press, or other improvised presses; then heated in an acid proof kettle up to 110 degrees F. The fruit juice may then be poured into ordinary hot jars, hot bottles, or tin cans, and handled by the same directions as those for canning of fruit itself. If poured into miscellaneous bottles, it is suggested that the fruit juice be sterilized as follows:

Make a cotton stopper and press into the neck of the bottle and leave during the sterilization period. Set bottles in boiling water up to the neck of the bottle, sterilize the fruit juice for 40 minutes at a temperature of 165 degrees F. Remove the product, press cork in top over cotton stopper immediately. If the cork fits well, no paraffin need be used. If a poor cork, it may be necessary to dip the cork in a melted solution of wax or paraffin. Fruit juices and apple cider when handled in this way will not "flatten in taste" and will keep fresh for future use.

### HUN REVOLUTIONISTS FIRE NEW AIRDROME

LONDON, July 17.—The destruction by fire of a new German airdrome with 22 airplanes, near Nivelles is attributed to German revolutionists in the dispatch from Amsterdam today.

Ten Belgian and two German non-commissioned officers have been arrested.

### CHEERFUL WORDS

For Many a Medford Household.

To have the pains and aches of a bad back removed—to be entirely free from annoying, dangerous urinary disorders, is enough to make any kidney sufferer grateful. The following advice of one who has suffered will prove helpful to hundreds of Medford readers.

Mrs. Ida Kenworthy, 508 South Grape street, Medford, says: "I have taken Doan's Kidney Pills when I have noticed my kidneys haven't been acting as they should and they have never failed to do me good. I also give Doan's Kidney Pills to one of my grandchildren who is often bothered with weak kidneys and they are very beneficial."

Price 60c at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Kenworthy had. Foster-Milburn Co., Mfrs., Buffalo, N. Y.

### TIMBUCTOO WON'T BE SO FAR FROM US NOW

PARIS, July 17.—From time immemorial Timbuctoo has been regarded as one of the most inaccessible parts of the earth. Now it is to be linked up with Algiers and Bordeaux by an aerial service inaugurated by the French government. Timbuctoo is in the Sahel West Africa, on the edge of the Sahara desert.

**The Balance**

as between POSTUM and other table beverages is in favor of the Wholesome, Healthful drink.

**POSTUM**

is all this and more. It's most delicious. Besides there's no waste, and these are days when one should save. Try INSTANT POSTUM

# SAVE 25 CENTS by buying M.J.B. Coffee



IN THE FIVE POUND SIZE

the most economical coffee you can buy... it goes further

BACKED BY A GUARANTEE THAT MEANS SOMETHING

ESTABLISHED 1888

THE ACT OF WORKING JOINTLY TOGETHER

So says Webster, is defining co-operation. The Jackson County bank cooperates with its customers—affording them the kind of service which makes their banking transactions pleasant and satisfactory. Accounts subject to check are invited.

### THE INDEPENDENT SHOP

We are not in the combine. We are not letting someone else dictate how we should run our business. We employ first-class workmen, use the best materials and guarantee satisfaction. The policy of this shop is the same as it has always been.

At the old stand, Corner of Riverside and Eighth.

### Billings Carriage and Auto Works

### Gagnon Lumber Yard

All Kinds of rough and dressed Lumber. Specialties: Dimension stuff, Finishing Lumber, Shingles, Sash and Doors, Roofing Paper, Fruit Boxes.

Give us a trial and Buy Jackson County products. Place orders now for Fruit Boxes.

New Shed 113 S. Front St. Phone 859, Medford

# Our Service

## And What It Means To You

You appreciate economy---You get it here

The Only Real Economy---Economy that "Proves Out"

There are two kinds of economy in buying farm implements. One is seeming economy; the other is real economy. One looks mainly to first cost; the other looks mainly to final results. One makes you think you have practised buying economy when you pay the first cost of the implement; the other makes you know you practised buying economy when you count the profits that the use of an implement has paid you.

One is usually false economy; the other is always the kind of economy that pays. We offer you the real economy in buying—the kind that is safe—the kind that pays. The implements we sell carry a trade-mark that is firmly established, wherever farm implements are used, as an assurance of special quality. Their general use is due alone to the fact that farmers everywhere find real economy in using them. Their success is based entirely on the better results they give in actual use.

Our service puts you in the closest touch with these better implements. We keep a stock of them right here close to your farm where you can investigate each implement thoroughly before you buy—where you can get what you want when you want it. You don't take a chance when you take a buying trip to our store. You take the straight road to real implement economy. Come in and see for yourself.

# HUBBARD BROTHERS