

AIR CORPS CHIEF VISITS MEDFORD TO INSPECT VALLEY

Major-General Wm. A. Kenly, chief of the air corps of the United States spent Thursday in Medford looking over the valley and inspecting the site offered by the Rogue river Canal company for an aviation training camp. He was accompanied by Major F. W. Leubetter of the signal corps and Lieutenant O'Neil. The inspection was made at the personal request of Senator G. E. Chamberlain, and while no additional aviation fields have been authorized, or are likely to be until the production of aircraft exceeds the supply of trained aviators, the Medford offer will receive consideration in future plans. General Kenly though non-committal, was charmed with the valley and seemed favorably impressed with the site and location.

The aviation chief and party were entertained by the University club at luncheon and driven around the valley by Messrs. C. E. Gates, C. W. McDonald, Lincoln McCormick, Ralph Cowgill and G. Putnam, leaving on the afternoon train to inspect the aviation fields in California.

General Kenley was called from France three months ago, where for eight months he had had command of American artillery forces under Pershing, to be commander-in-chief of the newly created air corps, which until then had been a branch of the signal service. He is himself an enthusiastic aviator and has flown all over the French battle lines as well as between the eastern aviation fields. As a result of what he has learned abroad, he predicts a long struggle to win the war as it ought to be won by a complete victory, with the air service an essential factor.

General Kenley is a fighter from the ground up and won fame in the Philippines for charging the Moros with his artillery—said to be the only charge ever made by artillery. He is optimistic over the progress made by the United States in aviation and says that the achievement has been really remarkable—but more than was humanly possible was expected and promised, resulting in disappointment. A new industry had to be created, a new engine perfected, new types of planes evolved and countless

WEATHER PAST WEEK BIG HELP TO ALL CROPS

PORTLAND, Aug. 2.—The weather during the past week has been quite favorable for agricultural interests, according to the weekly summary of weather and crop conditions issued by the weather bureau here. Showers in scattered localities, heavy in places, fell in north central counties, but only slight rains occurred in the greater portion of the state. While the rains came too late to benefit fall sown crops, and also delayed work and caused some damage locally, they were of considerable benefit to the late spring crops and grasses. The protracted drought and previous high temperatures had hastened the maturity of winter grains and harvesting of these crops was somewhat in advance of the average season. The rains either extinguished the forest fires or checked their spreading and clarified the atmosphere.

Apples and pears are in excellent condition in the Hood river valley, the fruit being larger than it usually is at this season. They are also doing very well in Jackson county where the picking of Bartlett pears is now under way and this work will begin in Douglas county next week. Conditions are generally favorable for the tree fruit but good rains are needed for best results.

Late garden truck will be much benefited in the Willamette valley by the rains of the last few days and farmers will be enabled to do some transplanting which has been long delayed on account of drought. Late potatoes are generally in need of moisture to insure a good crop.

obstacles overcome—But quantity production is now underway. Every plane on the battle line means about six others, back of the line, in the shops and factories or in transit—and as the life of a plane is only from 150 to 180 hours, the difficulties of keeping a huge air fleet at the front are apparent—but these difficulties are being rapidly overcome and America's great airfleet is already beginning to materialize on the battle line.

HUNS DISCARD RELIGION FOR WAR CONQUEST

(By Newspaper Enterprise Ass'n.) AMSTERDAM, Aug. 2.—Germany has discarded Christianity.

Of course the world has known that she discarded its practice in 1914, but now she has thrown off all pretense at being a Christian nation and has adopted all sorts of substitute religions.

The tribulations of the fourth year of war have produced an extraordinary crop of strange cults in Hunland in which the most decadent forms of immorality have been fantastically garbed in the abandoned shreds of genuine faiths.

Morality Abolished
Morality, truth and honor are abolished and all those restraints which bind normal communities together are dispensed with.

The most popular of the new "ersatz" religions of Germany is that created by Ludwig Reimer, a Leipzig pan-German, who has set forth the tenets of his "faith" in a book which has already passed through two editions. It is entitled "German Nature Worship: a Religion Based on Scientific Grounds."

No Use for Prayer
In its preface the pan-German author declares:

"A really German religion cannot emanate from the international Christendom that is foreign to our nature. The modernized German religion, for example, has no use for prayer as it is generally conceived.

"This will be replaced by certain physical and spiritual movements of various descriptions, such as systematic morning exercises, ablutions and baths, deep breathing and holding of breath, singing, dancing, the reading of beautiful poems, and the contemplation of distinguished works of art, exercise in will power, mutual auto-suggestion among the whole body of devotees and so forth."

8-Hour Day for Nurses.
LONDON, Aug. 2.—The University College hospital has set the example in London by adopting an eight-hour day for its nurses.

ALERT THOUGHT AND BRAINS ARE AVIATORS' NEED

BRITISH AIR FORCE HEAD-QUARTERS IN FRANCE, Aug. 2.—Brains and quickness of thought are as necessary to the airman as pluck, endurance and physical skill in aerial maneuvers.

The English pilot of a single-seater fighter of the latest type, while cruising all over the German lines the other day, saw below him three slow, old-fashioned enemy machines flying steadily westward, as tho to cross the lines into British territory.

Unfortunately, the Germans were too far off to be attacked successfully, and the British pilot figured that if they realized his presence they would fly for home and safety long before he could get within range. He therefore flew up into the clouds and then turned in the direction in which the enemy machines were moving.

Judging his time, he pushed the nose of his machine downward, dived out of the clouds to the Germans beneath, and, when close enough to be fairly sure of his mark, pressed the trigger of his gun. A stream of lead played about the German machines. None of them returned his fire.

Once before the pilot had heard of a similar occurrence. This flashed thru his mind, and pulling back the control lever, he soared up again into the clouds. He was just in time, for as he vanished into the vapor three enemy scouts appeared. The slow machines were the bait and the British airplane was the expected prey, for its pilot was well-known and feared by the Germans in that part of the line.

Wings Hun Flyer

Once he knew what the odds were against him, he no longer hesitated. Down once more out of the clouds he came, straight at the nearest scout. A short burst from his machine-gun and the hostile machine, wavering, slowly fell into a spin, hurtling downwards and crashing far below.

The odds were still five to one. True, three of the enemy machines were slow and old-fashioned, and taken alone might have been accounted for one by one, but the addition of two fast-flying scouts maneuvered by skillful pilots gave the

matter a different aspect. The British pilot did not wait, but no sooner had one machine fallen than he flew at the next, banking, zooming, sidestepping, ever trying to reach the vulnerable spot in the enemy's armor. All the time the second scout was trying to secure a favorable position to fire at the attacker and the three old two-seaters were firing long-range bursts as opportunity afforded.

For some minutes this competition continued, each party firing short bursts without definite results. Then suddenly the deciding factor arrived.

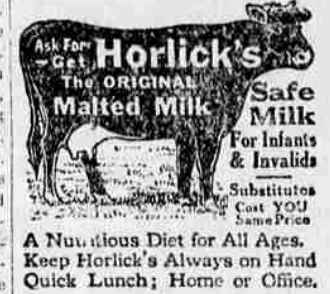
British Plane to Rescue

Out of the sky loomed a two-seater British fighter of the latest type. It was proceeding on a special errand. Before the Germans had realized his machine into the midst of the fight. A long burst from his rear gun caused one of German fighters to stagger in its flight, then drop its nose and leave the combat. Evidently the pilot had been hit. Then together the two British machines charged the Germans. A short skirmish ensued before the enemy decided that discretion was the better part of valor and put their machines into spins to evade their adversaries' fire in the low altitudes close to earth where the anti-aircraft batteries would protect them.

AMERICAN STEAMER SUNK IN COLLISION

NEW YORK, Aug. 2.—The American steamship Poseidon, 1991 tons gross, formerly under the Dutch flag, was sunk in a collision with an American tanker last Wednesday off the Atlantic coast, it was learned today.

Five members of her crew of 38 are missing, Captain J. Durie, master of the ship, reports, as a result of the accident.



GERMANS CAPTURED IN BRITISH RAIDS

LONDON, Aug. 2.—The British have carried out raids at Festubert, northwest of Lens, and at Albert, in

the Picardy sector and have captured several prisoners, according to a statement issued by the war office today.

The German artillery, the statement says, has shown increased activity south of the Somme and south of Ypres, while it has been active north of Bethuns and east of Hazebrouck, in the Lys sector.

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