

NATIONAL GUARD WIPE OUT BY JUDGE'S DECISION

WASHINGTON, Dec. 24.—An opinion of the judge advocate general's office approved by the secretary of war holds that officers and enlisted men of the national guard will revert to civilian status when discharged from the federal service. The effect of the ruling practically is to wipe out of existence the national guard as it was organized prior to the war. The opinion was made public today by the war department.

General March, chief of staff, on December 20, asked for an opinion as to the status of members of the national guard subsequent to their discharge from the federal service. His memorandum called attention to a digest of an opinion of the judge advocate general January, 1918, in which it was said that when the guardsmen were "mustered out" of the federal service they would revert to their militia status and also to their status in the national guard.

EAGLE POINT EAGLETS

By A. C. Howlett

W. H. Crandall called me up on the telephone Thursday and announced that Mrs. J. T. Carpenter passed away Dec. 16, 1918, at their home, 2043 Monroe street, Princeton, Ind. The deceased was the wife of J. T. Carpenter who came out here a few years ago to look after the estate of his brother, Judge Carpenter, an orchard lying alongside of that of Mr. Crandall. Mr. Carpenter roomed for several months with us and in order to enjoy better church privileges they moved to Medford where they, especially Mr. Carpenter, were very active in church work in the Christian church. They will be remembered by a host of warm friends here as well as in Medford. We deeply sympathize with the bereaved husband and children who remain on earth. But we sorrow not as those who have no hope.

The train came in on time Thursday morning and had on a few passengers among whom was H. D. Mills the mayor of Butte Falls and superintendent of the Butte Falls Lumber company, and a man who was on his way to Derby. He was looking for a good place to trap for coyotes in particular, altho he traps for almost anything in the fur-bearing kind of animals. There were a few more passengers on the car but I had no mask and some of them did I stayed out of the car.

A. M. Gay and County Surveyor Rhodes were among the business callers Thursday.

A. J. Howd, the turkey man was here for dinner Thursday on his way to Medford to secure more turkeys. He reported that he had secured forty-nine turkey hens and three gobblers and today, Saturday, came out on the train with enough to make up the number he wanted, 60 hens and four gobblers. He has been paying 35 cents a pound, live weight. He is keeping them at present on the Graham place and Mr. Joy, the present incumbent, is helping him to care for them until he can get his place properly arranged. He is going to make an enclosure of chicken wire fence large enough to keep the whole flock and keep them there until they lay their eggs and hatch their young. Some time I will tell the readers of the Mail Tribune how he manages to keep the coyotes from catching them.

Mrs. W. L. Childreth and Miss Hazel Brown were out on a drive for the Red Cross Thursday and report that they succeeded quite well. The lady members of the society spent the entire day in their sewing room over Geo. Brown & Sons store. While Mrs. Childreth and Miss Brown were driving for the cash the other ladies were driving the needles making garments for the boys in the hospitals. C. C. Glierist and W. S. Green of Sams Valley, were here Thursday for dinner.

Among the callers seen on the street and in the business places Thursday Mrs. Wm. Holman, Amos Ayres, formerly our depot agent, Mr. and Mrs. Lewis Gibson, Chris Bergman, Pete Stowell, John Howard and William H. Mansfield of Prospect, who came out with a team and spent the night at the Sunnyside.

A. S. Bliton and Leonard Brown and E. C. Hamilton also took dinner at the Sunnyside. Mr. Bliton was reading the meters in our town and Mr. Brown was acting as chauffeur for him, as Mr. Bliton was not strong enough to crank his Ford since his sickness and accident.

Word came in from the manganese mine that a man by the name of John Foss who has been working with Chris Natwick for some time on the roads, had passed away, a victim of the flu. It seems that he was getting along alright but exposed himself too much.

Another death is reported in Butte Falls, George Richardson, another victim of the flu. I understand that he leaves a wife and five or six children.

Fallen for Freedom

The following casualties are reported by the commanding general of the American expeditionary forces:

Killed in action, 171; died of wounds, 69; died of disease, 143; wounded severely, 669; wounded, degree undetermined, 89; missing in action, 333. Total, 1474.

Killed in action—Private William E. Jensen, Banks, Ore.; Corp. Carl E. Allenman; Woodburn, Ore.; Corp. David H. Humphrey, Eugene, Ore.

Died of wounds—Private Joseph Wirths, Portland, Ore.

Wounded severely—Corp. Leonard A. Pinard, Portland, Ore.; Private Edwin C. Stevens, Yachats, Ore.; Private Ennis S. Townsend, Estacada, Ore.; Corp. Arval C. Sherwood, Portland, Ore.

Missing in action—Private Earl Grossdier, Roseburg, Ore.; Private William Tierney, Portland, Ore.

Wounded severely, previously reported missing in action—Private Chester F. Berning, Dayton, Ore.; Private Emil A. Theiler, Mont Borne, Wash.

FIRST UNCROWNED HEAD TO PASS THE WELLINGTON ARCH

LONDON, Dec. 24.—Officials in charge of the decorating of the streets of London in honor of the visit of President Wilson are aiming at an artistic effect as well as a brilliant color scheme. In addition to the Venetian masts, supporting royal crowns and connected with festoons and bunting, an effort is being made to treat the important buildings along the route in a manner to harmonize with their architecture.

The portion of the facade of the national gallery will be decked with festoons of laurel and the windows will be hung in scarlet cloth edged with gold. The masts in this section will be connected with laurel festoons instead of bunting. Wellington arch, on the top of Constitution Hill, will be decked with laurel festoons and crowns combined with American flags and gilt eagles. The central passage of this arch is open only for royal and state processions. President Wilson will be the first uncrowned head of a government to pass through the arch in state.

Constitution Hill, whose trees preclude erection of masts, will be lined with wounded soldiers and women of the navy and army auxiliary services. The masts around the Queen Victoria memorial, in front of Buckingham Palace, will carry alternately the Star Spangled Banner and the Union Jack.

Although the president's route through London is only two miles long, there will have to be some hurrying to get the decorations completed. Some idea of the work involved can be obtained from the figures of materials used. These include 40,000 feet of red cloth, many tons of moss and evergreens and about six miles of festoons and bannants.

ANTIOCH ITMES

Dell Morrison is shipping his fine bunch of turkeys to the San Francisco market this week.

Oscar Rodgers is hauling hay from the Mdoce ranch.

Mr. Burch of Medford, made a visit to his Beagle ranch Monday.

Some of the sheeps in this section have lost a number of sheep recently by dogs killing them.

Elbert Glass is hauling hay from the J. W. Scott ranch this week.

Mr. and Mrs. Bert Chapman and children are visiting with home folks this week to recruit up after having an attack of the flu.

Theo. Glass and Jim Vincent delivered their turkeys to market last Saturday.

Mrs. W. Marlin died at the home of her son Jim Martin of Antioch this week. Mrs. Myatt was helping at the home during her illness.

Among those who are ill with the flu are Mr. and Mrs. Claude Chapman of Medford and Mr. and Mrs. R. E. Moore.

sawyer at the Butte Falls mill and another new man as timber foreman, and that since the changes have been made the mill has been running regularly.

Ed Welch, one of the mill men in the new mill in Medford, was here for dinner Saturday. He came out to load a large holler on a car to be taken to Medford to be put in the Tomlin mill. Mr. A. J. Howd came in on the train Saturday morning and took a crate of turkeys out to his ranch. He and Ezra Whitley were diners at the Sunnyside.

Mrs. Nygren, her son Frank and daughter Miss Anna were transacting business with our merchants Saturday and report that Mrs. Nygren's son Eric had just come in from Ft. McArthur, having received his discharge from the army.

Herman Meyer Sr., and wife, Mrs. Henry Smith, Henry French and R. Gardner of Lake Creek, were also here. He brought in two large boxes of turkeys for shipment.

Miss Grace Natwick and Cleary Cameron came out on the train from Dorby Saturday.

Everybody seems to be getting ready to enjoy the coming Christmas and we wish each reader of the Eaglelets a merry Christmas and a happy New Year.

ASK FOR and GET
Horlick's
The Original
Malted Milk
For Infants and Invalids
OTHERS are IMITATIONS

BRITISH LABOR ASKS 44 HOUR WEEK, SAME PAY

LONDON, Monday, Dec. 23.—(British wireless service.) British labor unions are agitating for a 44-hour week; eight hours a day on five days and four on Saturday.

The National Transport Workers' Federation has presented to all the municipal and privately-owned tramways a demand for a working week of 44 hours at the present weekly wages.

Representatives of the federation of engineering and shipbuilding trades and representatives of the employers recently held a meeting at which it was decided that a 47-hour week without any reduction in existing wages constituted a reasonable attempt to readjust working conditions.

The compromise of a 47-hour week has been passed upon by the engineering and shipbuilding union and a count of the ballot shows it was accepted by 286,545 to 146,526.

SAN FRANCISCO MAN GAINED 24 POUNDS

Fred Sanders Suffered Thirty Long Years—Spent Hundreds of Dollars

"When I began taking Tanlac I only weighed one hundred and thirty-six pounds," said Fred W. Sanders, while in the Owl Drug Store at 716 Market St., San Francisco, recently, "and I now tip the beam at one hundred and sixty which gives me an actual gain of twenty-four pounds in two months time."

"Mr. Sanders is a boiler-maker by trade, which occupation he states he gave up on account of ill health. He is now employed by the Glidden Varnish company and lives at 702 Valjejo street. He has been a resident of San Francisco for forty years. In describing his trouble, which caused him so much suffering and loss of weight, Mr. Sanders said:

"I have suffered with my stomach thirty years or more. In fact, almost as far back as I can remember I have suffered from indigestion and constipation and these troubles have had me down and out many a time, especially during the past fifteen years. My stomach was so upset that nothing agreed with me and at times I couldn't even retain water on my stomach. I was bloated nearly all the time by the gas which formed after my meals and I simply suffered torture from the pains caused by it. I have tried about every diet a person could be put on. I could eat no fruits or meats, and the very sight of eggs would upset my stomach. At one time I had a nervous breakdown, caused by these same troubles. I was laid up for six months at this time and spent over seven hundred dollars for treatment and medicines before I could get to work again. Since then I reckon I have spent twice that much more without getting more than a little passing relief. I finally had to give up my trade as a boiler maker because the constant pounding and jar affected me so I was afraid of another breakdown. I got so I couldn't sleep at night and fell off until I weighed only one hundred and thirty-six pounds."

"Seeing Tanlac advertised in the papers, and as it was a new one on me I decided to try it. Now, just let me tell you, it has done me more good than all the other medicines I have taken in the past ten years put together. And eat; why, I have the best appetite I have had in years and my big gain in weight shows how well my food agrees with me. My food all seems to digest perfectly and I never feel an ache or a pain. I sleep like a log at night and get up in the mornings thoroughly rested and ready for a big day's work. Tanlac certainly is some medicine and you may just count on me as one of the biggest boosters on the coast. I only wish I could have had it thirty years ago, it would have saved me a world of misery and pain I have been through all these years."

Tanlac is sold in Medford by West Side Pharmacy, in Gold Hill by M. D. Bowers, in Central Point by Miss M. A. Moo, in Ashland by J. J. McNair.

Just consider a moment:

If a maker is able to drop back to "pre-war" prices today, on what basis did he justify his war-time price? And especially his most recent war-time "peak" price?

Certainly he bought no materials while we were in the war—he could not.

If he bought them before, then he bought them at the same rates we did!

In that case there was no real reason for his excessive war-time "peak" price.

If he cannot justify his prices of yesterday, can you accept his statements today?

The only gauge you have as to the intrinsic value of his product is—its pre-war price.

Especially is this so if the model he is offering you today is precisely the same model he offered you then, but at 20 to 25

FERTILIZERS, VETCH
RED OATS, GRAY OATS
WHEAT, BARLEY, RYE
For Sale By
Monarch Seed & Feed Co.

We Absolutely Guarantee Present Maxwell Prices

You have never seen an advertisement featuring the service performed by the Maxwell Motor Company in "Helping to win the war."

Nor will you. We do not believe in capitalizing our loyalty to our country.

Nor has our patriotism been as profitable as would have been our normal, legitimate, peace-time business.

Maxwell factories were, when needed, devoted to war work—just 100 per cent.

Let it go at that.

We did not capitalize a deplorable condition—nor take advantage of it to put a fictitious price on the Maxwell.

Which brings us to the point on which we wish to state some plain facts.

Recently you have seen announcements of price reductions on some makes of motor cars.

These seeming reductions (we use the term "seeming" advisedly!) have given the average buyer an erroneous impression.

That impression is to the effect that the price of motor cars generally is above normal and will come down in the near future.

Now, as a matter of fact, that is not the condition at all.

There is no warrant for any such assumption.

Just analyze the situation yourself and see if our statements are justified.

Recall the prices that existed on certain makes of automobiles before the United States went into the war and compare the prices of those same cars today.

You'll find that any reductions that have been made were necessary.

In a word, they apply only to cars that were over-priced—war-time priced—before such reductions.

For example—Consider four makes of cars that formerly were priced in close competition with the Maxwell.

Compare their pre-war (normal) prices; their war-time "peak" prices; and their present "reduced" prices. We'll designate them "A," "B," "C," and "D."

| | Pre-War Price | War-Time "Peak" Price | Present Price |
|---------|---------------|-----------------------|---------------|
| Car "A" | \$795.00 | \$1095.00 | \$985.00 |
| Car "B" | 990.00 | 1285.00 | 1185.00 |
| Car "C" | 635.00 | 865.00 | 745.00 |
| Car "D" | 725.00 | 985.00 | 985.00 |

From the above it is clear that some "reduced" prices are still too high.

For when the price of a product was increased by 33 per cent and then dropped back ten per cent, you can't say it has yet been put back where it belongs!

And that is just what happened in several cases.

Just consider a moment:

If a maker is able to drop back to "pre-war" prices today, on what basis did he justify his war-time price? And especially his most recent war-time "peak" price?

Certainly he bought no materials while we were in the war—he could not.

If he bought them before, then he bought them at the same rates we did!

In that case there was no real reason for his excessive war-time "peak" price.

If he cannot justify his prices of yesterday, can you accept his statements today?

The only gauge you have as to the intrinsic value of his product is—its pre-war price.

per cent advance now over his then prices (even after his recent reduction). Is it not logical to assume that, as his price yesterday was fictitious, it is still almost equally so?

It costs more to build a motor car today than it did a year ago.

Materials are higher—wages are higher. All costs are higher.

It will continue for a long time on the present scale we believe.

Tell you why.

Materials are now in demand by the whole world—will continue to be during the years of reconstruction in Europe.

Especially is this so in the case of steel, copper and other materials.

Rubber also will likely range higher.

Rubber is the biggest single item of cost in a motor car and it is in great demand.

Wages will never go back to the pre-war scale.

Every student of the problem is now agreed upon that.

You have read in the newspapers lately the statement by the United States Steel Corporation that that concern is not going to reduce wages—and that concern is the biggest employer of labor in the world.

It is well!—pass the prosperity around and we will all get our share.

If the mechanic gets more pay, all lines of business benefit—and more people are able to buy motor cars.

We can see no reason to expect that the cost of manufacturing a Maxwell Motor Car will be less in a year from now than it is today.

War or no war, the price of the Maxwell product would have been precisely what it is today.

We did take advantage of the War-time condition—but only to incorporate in this new model several changes and improvements.

Factory busy on war work, our engineers and tool makers had a brief respite—and we used that to perfect the Maxwell product.

We have spent more than \$100,000 on special tools for more accurate finishing of parts.

Cylinders are now ground after reaming—formerly only reamed. That is only one of many similar refinements.

This new 1919 model Maxwell, deliveries of which will begin immediately, is a superior product.

It is a larger car—a more commodious body.

"Cheap Car Class." This product is the undisputed leader in the Refined Car Class. By "refined" we mean in a mechanical sense.

Maxwells are not made to fit a pre-determined, nor to meet a competitive, price.

They are designed to fill a certain definite demand for a light car of quality—internally as well as in outward appearance.

We first make the car as it should be made, then set the price.

We do not cut our price to meet the price of a car of inferior quality.

Nor did we, as we have shown, take advantage of a War-time excuse to raise the price to a fictitious figure.

Had the war continued and we had not made another car, the buyer of the last Maxwell would have paid the regular price—and no more.

The Maxwell policy is clean and it is consistent—we are not "opportunists" in business.

Those changes and refinements in this new 1919 model actually cost more than the difference between its price and that of the 1918 model.

So the price of this new Maxwell should have been more.

But we are content to accept a smaller margin of profit per car in the interest of greater volume so have continued that price on this 1919 model.

There are today more Maxwells in hands of users than of any comparable car—we are counting on the splendid quality with the low price of this latest model to maintain that leadership.

"But talk is all right," you say. "You want something definite, something tangible to tie to."

Very well—here is your guarantee.

Price of the Maxwell Motor Car today (Touring or Roadster model) is \$895.00 f. o. b. Detroit, Michigan, and we absolutely guarantee that price until June next, 1919.

Every Maxwell dealer is authorized to give you that guarantee in writing at the time of purchase of your car.

Some makers have announced reductions—others will follow.

So far, however, we have seen no real reductions—though there have been some genuine increases of price since the war closed. There will be more of the latter, too!

In buying a Maxwell Motor Car you know precisely where you stand.

And our guarantee of the price is your best guarantee of the intrinsic value of this product.

So buy the Maxwell you need—get your order in early.

Maxwells may go to a premium—price may have to be increased—but we guarantee you absolutely against a reduction.

Maxwell Motor Company, Inc., Detroit, Michigan

CHALMERS PRICE ALSO GUARANTEED.

Note: The Maxwell Motor Company, Inc., operating the Chalmers factories desire to state that the same conditions and the same reasons obtain with regard to the Chalmers product. Present prices are right—are rock-bottom—AND WILL THEREFORE BE MAINTAINED. THE SAME GUARANTEE APPLIES.

A. W. Walker Auto Co.

Distributors for
Jackson, Douglas, Josephine and Klamath Counties

123-127 West Main St., Medford, Oregon