

HANEY INVENTS AUTO BED FOR TOURIST TRAVEL

Local autoists and many others in the coast states are much interested in the invention of B. E. Haney, the Medford taxi cab man, of a patented combined auto bed and table for use of auto tourists, and if the demand and marketing of this contrivance is what is generally predicted for it, Medford will have another thriving industry.

Mr. Haney has already had 100 of the appliances made by the Medford Sash and Door factory and Tom Merriam, the latter having done the blacksmith part of the work, and he and the others interested with him plan to make not less than 5,000 of the appliances during the next year. The Auto Equipment company, composed of two well known young men of this city, will handle the sale of the appliance for Mr. Haney on a royalty basis.

This useful contrivance for auto travel when not in use folds up compactly in a box two inches thick and 40 inches long and goes under the rear seat of any auto easily. It only weighs 15 pounds.

It is self adjusting, consisting of a metal framework which stretches over and rests solidly on the tops of the seats. The cushions of the seats make the mattresses of the bed. It can be put in place in one minute and taken down in the same time.

During last summer and fall while on an auto trip Mr. Haney traveled 4020 miles and on that trip he says that there was not a night but that he could have sold his patent contrivance one or more times. He exhibited it at Portland, Seattle and Tacoma houses handling auto accessories, and in each place it was pronounced the best and only auto bed on the market.

When used as a table the appliance fastens on the bumper of a car where tourists can feast or write in comfort under the illumination furnished by the car lights.

Notice
I am taking this means to inform my patrons that I have been sick with flu and erysipelas for last two weeks; am much better and if nothing prevents office will be open February 24th. E. D. ELWOOD.

Mrs. C. E. Call of Medford, Ore., has been the guest of Mr. and Mrs. J. L. Berry for several days.—Yreka News.

GLOOMY PICTURE OF OUTLOOK IN WESTERN SIBERIA

VLADIVOSTOK. (Correspondence of Associated Press.) A gloomy picture of the situation and outlook in western Siberia and Russia is drawn by C. L. Preston, who recently returned from a journey as far west as Ekaterinburg, in the interests of the Red Cross. The Czech-Slovak front, he declared, is a misnomer, since there is no "front" in the usual acceptance of the term. There were Czech outposts in widely separated locations and the fighting was of a guerrilla nature. The Czechs, he said, were worn out with long service under trying circumstances and, in his opinion, would fall easy prey to the Bolsheviks if the menace of allied troops were removed.

Behind the Czechs the country was full of ex-officers of the old government, civil and military, who had slipped thru in disguise, put on their long-discarded uniforms and insignia and were busily plotting a restoration of the monarchy. Nobody, said Mr. Preston, was concerned with improvement of the economic conditions. Railroad service was maintained in a hit-and-miss fashion. Practically only freight-cars were available for passenger traffic and these were invariably crowded to a ridiculous degree.

A commendable feature of the situation, asserted Mr. Preston, was the devotion of the railway employes who had been working on half pay or without pay and with insufficient clothing and otherwise under most exacting conditions. Except at Tomsk which is off the main line of retreat of refugees, and at Irkutsk which somehow manages to keep them moving, it was practically impossible to find lodgings. Every other city or town has had its population doubled.

Food conditions are good throughout Siberia, said Mr. Preston. In many localities the grain crop of 1915 was still unexhausted and the products of the various sections, due to lack of transportation, were marketed locally. It was next to impossible to ship products not only because of lack of cars but owing to restrictions imposed by the various local administrations to curtail exportation. A thousand rubles demanded for use of a freight car in addition to regular freight charges, and the uncertainty of any shipment ever arriving at destination effectively discouraged would-be shippers.

ARMY SURPLUS PROPERTY NOT BE THROWN ON MARKET

WASHINGTON, Feb. 22.—All army surplus property will not be thrown on the open market. A plan has been worked out whereby it will be offered for sale to the state institutions. It is hoped thus to prevent the flooding of the market with finished material and at the same time offer the state institutions an opportunity for providing employment for inmates. As soon as the states notify the Waste Reclamation Service of the department of commerce of their needs the request will be turned over to the war department for action. Captain H. L. Baldensperger has been assigned by the war department to assist in the work of the Waste Reclamation Service.

This program has been worked out by Hugh Frazer, chairman of the labor division, war industries board, who says:

"In co-operation with John J. Manning of the American Federation of Labor and Captain Baldensperger, who has been an executive of a prison reform association, I have sponsored a movement for a nation-wide system of reclamation by means of the labor of the inmates of the public institutions. As preliminary to this program we worked for a system of reclamation in the army whereby this work was to be done by prisoners of war, general prisoners and men unfit for line duty.

"The success of the salvage activities of the army strengthens my belief that a similar system should be adopted by the states. We have recommended that the army material be repaired by the inmates for the use of the institutions and in order to successfully dispose of this material and to insure its widest distribution possible, we have requested the governors of the states to appoint a board to handle the matter in each state and to make an inventory of the needs of their institutions. As soon as the state notifies the Waste Reclamation Service of their needs, Captain Baldensperger will take up the matter to ascertain if the same is available. It will not be the function of the Waste Reclamation Service to make the actual sale but to stimulate the demand and to make suggestions as to the method of salvaging the material."

Among Seattle visitors in the city who are making headquarters at the Hotel Medford are C. B. Chilgen and A. B. Cleland.

STATES ADOPTING PHYSICAL TRAINING IN PUBLIC SCHOOLS

WASHINGTON, Feb. 22.—A quickened appreciation in all nations of the value of physical education has resulted from the war, according to Dr. P. P. Claxton, commissioner of the bureau of education, and has been evidenced in this country by the enactment of laws in eight states requiring physical training in the public schools.

A bulletin issued by the bureau, summarizing legislation on the subject, notes that in France a strong central committee has been formed to promote physical education and in England comprehensive provisions have been incorporated in the new education law.

Illinois was the first of the American states to require physical training by statute, passing the law in June, 1915. Since that time New York, New Jersey, Nevada, Rhode Island, California, Maryland and Delaware have enacted similar laws and six other states, Massachusetts, Connecticut, Pennsylvania, Nebraska, Ohio and Colorado, have given legislative attention to the subject but have not acted.

In most states which have considered physical education, the initial impulse to action was interest in military preparedness and took the form of bills for military training of high school boys. Investigation resulted in convincing the legislators, the bulletin says, that military training for youths was less valuable even as a measure of preparedness than a solid system of physical training. With the exception of Nevada, where the law applies to high school only, the laws apply to all school children and the time requirement ranges from one hour each school week to two hours and a half.

Cut This Out—It Is Worth Money
DON'T MISS THIS. Cut out this slip, enclose with 5c and mail it to Foley & Co., 2825 Sheffield Ave., Chicago, Ill., writing your name and address clearly. You will receive in return a trial package, containing Foley's Honey and Tar Compound, for coughs, colds and croup; Foley Kidney Pills, for pain in sides and back; Rheumatism, backache, kidney and bladder ailments; and Foley Cathartic Tablets, a wholesome and thoroughly cleansing cathartic, for constipation, biliousness, headache, and sluggish bowels. For sale by Medford Pharmacy.

MORE COAL NEED OF GREAT BRITAIN'S MANUFACTURERS

LONDON. (Correspondence of Associated Press.)—More coal must be produced by the United Kingdom if Great Britain's manufacturers are to successfully compete in the world's markets with those of other nations, declare well informed economists. They point to an apparent inability of Great Britain to produce enough coal to keep her industries at top speed and at the same time provide for the comfort of the people.

It is claimed there is an abundance of coal in the United Kingdom. New mines are being opened and developed in South Wales, the chief source of supply for many years, but the cost of operation increases as the deposits near the surface are exhausted. New fields have been developed elsewhere, notably in Yorkshire. Nottingham seems to have an inexhaustible supply of coal but developments there have been hampered by the absence of many miners drafted for the army.

Experts have discovered that the amount of coal annually produced by each person employed in the mines has declined from 312 tons in 1890 to 244 tons in 1912. This is contrasted with reports from the United States showing that production of coal there annually has increased from 400 tons per person employed in 1890 to 600 tons in 1912.

This proportionate decrease of British coal production is attributed to two causes—failure to adopt new and improved machinery and systems of operation and demands of miners for more pay and less work.

ADMIRAL JELlicoe SAILS FOR AUSTRALIA

LONDON, Feb. 22.—Admiral Lord Jellicoe and Lady Jellicoe sailed from Portsmouth this afternoon aboard the battleship cruiser New Zealand for Australia. The trip of Admiral Jellicoe will ultimately embrace Japan, the United States and Canada.

President Entertained.
ON BOARD U. S. S. GEORGE WASHINGTON, Feb. 20.—(By the Associated Press.)—President Wilson spent a merry evening at an entertainment provided by bluejackets tonight.

HEALTH OF SERBS GOOD, FEW CASES TYPHUS OR FLU

NISH, Serbia. (Correspondence of Associated Press.)—The health of the population of Serbia is surprisingly good. There have been few cases of the dread typhus or even of influenza. In both the military and civil hospitals the work of Serbian doctors, whose number since the war began has been reduced by more than half is being supplemented by British, French and American physicians.

The American Red Cross has hospitals at Urkub and Monastir and will establish others in northern Serbia. Major Daniel J. McCarthy of Davenport, Iowa, is in charge of the hospital at Urkub, and Dr. R. B. Keyes of Buffalo of the one at Monastir. There are Red Cross doctors and dentists at Nish, Belgrade and other points.

In the Monastir district there is a special Red Cross mission for the purpose of training Serbian peasants in American farming methods and encouraging them to use modern agricultural machinery.

At several places the American Red Cross is distributing food and clothing to an increasing number of persons daily. A shipment of food and medicines which recently arrived at Flume has been sent into northern Serbia, and soon the Red Cross will be caring for destitute persons in almost every section of the country. This work is being conducted from Saloniki where Major John P. Carey of Colorado Springs, Colo., acting commissioner of the Red Cross mission to Serbia, is in charge. The commissioner to Serbia, Lieutenant-Colonel Thomas W. Farnam of New Haven, Conn., expects to establish headquarters at Belgrade at an early date.

The weather is extremely cold and fuel is very scarce.

Daily Health Talks

URIC ACID IN THE SYSTEM
BY LEE H. SMITH, M. D.
Uric acid is now generally recognized as the cause of more disease than was heretofore believed. When the kidneys are out of order uric acid accumulates within the body in superabundance. The disordered kidneys do not filter the poisons out of the blood, as they ought to do, and so the poisons remain in the blood and float around until they find a place to lodge, in form of urate salts. The thing to remember is that you may have rheumatism in any part of the body—and you may have pains anywhere—your back may ache and your head may be dizzy—but the trouble is not where the pain appears. The trouble is in the kidneys, and what is the first thing to do? You must get that excess uric acid out of your system, which can be done by taking Anuric Tablets, the splendid remedy which Dr. Pierce, of Buffalo, N. Y., has put on sale in the drug stores at a low price. Anuric Tablets (made double strength), when taken into the system as medicine, have the peculiar power of dissolving the uric acid deposited there. Drop a bit of sugar or salt into hot water, and it will disappear. In precisely the same way do these Anuric Tablets dissolve uric acid. Of course, after ridding the system of uric acid, it may return again unless you eat the right foods and live the right kind of life, but Dr. Pierce will advise you fully on proper food and correct living if you write and ask him. He makes no charge for such advice. Take Anuric Tablets today, by all means, and get the uric acid out of your system. Don't, don't, don't put the matter off. Adv.



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Anjou	Blue "B" Brand	2.77	Red "B" Brand	2.26	Halves	1.44
Howell	Blue "B" Brand	2.53	Red "B" Brand	2.30		
Nelis	Blue "B" Brand	1.72				
Bartlett	Blue "B" Brand	1.49				

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