

SHIPS OF DUTCH ORDERED SEIZED BY PRESIDENT

American Ultimatum for Transfer of Tonnage Rejected by Holland

NEUTRAL TO GET FOOD

Action Is Taken by Wilson Only After Final Word Comes From London

chartered) to the United States for periods not exceeding ninety days. This proposal was accepted by the United States government, and on January 25, 1918, the Dutch minister at Washington handed to the secretary of state of the United States, a note expressing the terms of the temporary chartering agreement, and his government's acceptance thereof.

"This agreement provided, among other things, that 150,000 tons of Dutch shipping should, at the discretion of the United States be employed partly in the service of Belgium relief and partly for Switzerland on safe conduct to Cete, France, and that for each ship sent to Holland in the service of Belgian relief a corresponding vessel should leave Holland for the United States. States ports with cargoes of foodstuffs were to proceed to Holland, similar tonnage being sent in exchange from Holland to the United States for charter as in the case of other Dutch ships lying in the United States ports.

Dutch Government Unwilling.
"The agreement was explicitly temporary in character, and being designed to meet an immediate situation, prompt performance was of the essence. The Dutch government at once disclosed, however, that it was unwilling or unable to carry out this chartering agreement which it had itself proposed. The first desire of the United States was to secure at once shipping, as contemplated by the agreement to transport to Switzerland foodstuffs much needed by the state. One difficulty

after another was, however, raised to postpone the chartering of Dutch ships for Swiss relief, and, although the reason was never formally expressed, it was generally known that the Dutch ship owners feared by German submarines, even though on an errand of mercy and though not traversing any of the so-called 'danger zones' proclaimed by the German government. That this fear was not wholly unjustified has unhappily been shown by the recent act of the German government in sinking the Spanish ship 'Sardiner' outside the 'danger zone,' when carrying a cargo of grain for Switzerland, and after the submarine commander had ascertained this fact by an inspection of the ship's papers.

German Threat Much Feared.
"In respect of Belgian relief, the Dutch government expressed its present inability to comply with the agreement on the ground that the German government had given Holland to understand that it would forcibly prevent the departure from Holland of the corresponding ships, which under the agreement were to leave coincidentally for the United States. The Dutch government even felt itself unable to secure the two cargoes of foodstuffs, which under the agreement it was permitted to secure, since here again the German government intervened and threatened to destroy the equivalent Dutch tonnage which under the agreement was to leave Holland for the United States.

"Nearly two months have elapsed since the making of the temporary chartering agreement, and the proposed general agreement has lain even longer without reply on the part of Holland. Meanwhile the German threats have grown more violent, with a view to preventing any permanent agreement and of forcing Holland to violate any temporary agreement.

Independent Power Lacking.
"On March 7, through Great Britain, a final proposal, expiring on the 15th, was submitted to Holland. A reply has been received, which, while in itself unacceptable, might under other conditions have served as a basis for further negotiations. But the events to which I have alluded had served to demonstrate that we have been attempting to negotiate where the essential basis for an agreement, namely, the meeting of free wills, is absent. Even were an agreement concluded, there is lacking that power of independent action which alone can assure performance.

"I say this not in criticism of the Dutch government. I profoundly sympathize with the difficulty of her position under the menace of a military power which has in every way demonstrated its disdain of neutral rights. But, since coercion does in fact exist, no alternative is left to us but to accomplish, through the exercise of our indisputable rights as a sovereign, that which is so reasonable that, in other circumstances, we would be confident of accomplishing it by agreement.

Colonial Trade Provided For.
"Steps are accordingly being taken to put into our service Dutch shipping lying within our territorial jurisdiction. This action on our part and the similar actions associated with us leaves to Holland ample tonnage for her domestic and colonial needs. We have informed the Dutch government that her colonial trade will be facilitated and that she may at once send ships from Holland to secure the bread cereals which her people require. These ships will be freely bunkered and will be immune from detention on our part. The new 'New Amsterdam,' which came within our jurisdiction under an agreement for her return, will, of course, be permitted at once to return to Holland. Not only so, but she will be authorized to carry back with the two cargoes of foodstuffs which Holland would have secured under the temporary chartering agreement had not Germany prevented. Ample compensation will be paid to the Dutch owners of the ships which will be put into our service, and suitable provision will be made to meet the possibility of ships being lost through enemy action.

"It is our earnest desire to safeguard to the fullest extent the interests of Holland and of her nationals. By exercising in this crisis our admitted right to control all property within our territory, we do no wrong to Holland. The manner in which we proposed to exercise this right and our proposals made to Holland

THIS WILL INTEREST STOMACH SUFFERERS

Says Indigestion comes from an excess of hydrochloric acid.

A well-known authority states that stomach trouble and indigestion is nearly always due to acidity—acid stomach—and not, as most folks believe, from a lack of digestive juices. He states that an excess of hydrochloric acid in the stomach retards digestion and starts food fermentation, then our meals sour like garbage in a can, forming acid fluids and gases, which inflate the stomach like a toy balloon. We then get that heavy, lumpy feeling in the chest, we eructate sour food, belch gas, or have heartburn, flatulence, water-brash, or nausea.

He tells us to lay aside all digestive acids and instead, get from any pharmacy four ounces of Jad Salts and take a tablespoonful in a glass of water before breakfast while it is effervescing, and furthermore, to continue this for one week. While relief follows the first dose, it is important to neutralize the acidity, remove the gas-making mass, start the liver, stimulate the kidneys and thus promote a free flow of pure digestive juices. Jad Salts is inexpensive and is made from the acid of grapes and lemon juice, combined with lithia and sodium phosphate. This harmless salt is used by thousands of people for stomach trouble with excellent results.

concurrently therewith, cannot, I believe, fail to evidence to Holland the sincerity of our friendship toward her.

Two Dutch ships in the United States (Signed) —Woodrow Wilson."

38 Ships Taken Over.
NEW YORK, March 20.—Naval reservists, acting under orders from Washington, took over tonight the thirty-eight Dutch vessels in New York harbor. When the work was complete the American flag had been hoisted on vessels having an aggregate tonnage of approximately 200,000.

No details concerning the seizure of the Dutch merchant fleet were obtainable. Officials of the navy yard said all information on this subject must come from Washington. It is known, however, that no protests were made by the Dutch commanders as they had been prepared for the action for several days. In preparation for the seizure and manning of the ships the naval reserve had ready a force of about 225 licensed deck and engine room officers. These officers were awaiting to proceed to the vessels assigned to them on the call of the navy department and take command.

Each of the ships seized will require a commanding officer, from two to three mates and a force of from three to five engine room officers, engineers' assistants. The crews will be recruited for the present from the shipping board recruiting service and through the shipping board agency here.

The largest of the Dutch ships in the harbor is the Ryndam of the Holland-America line. She is registered at 12,517 tons gross. Next in size is the Westerdijk of the same line, which is registered at 8261 tons.

Conditions Not Acceptable.
LONDON, March 20.—The conditions laid down by the Dutch foreign minister for the acceptance of the demands of the associated governments as regards the taking over of Dutch shipping are not likely to be acceptable to those governments, according to a Reuter dispatch from The Hague, filed yesterday. It adds, however, that a concession may be made to the extent that the arming of the Dutch vessels may not be insisted upon.

The Reuter correspondent says that the second chamber today debated the shipping question, and the premier, Dr. Loudon, in a further statement, explained that his government had first intended to resist the associated powers' demands, and only arrived at the present decision out of consideration for the imperative interests of provisioning the country, providing raw materials for industries, and with regard for the interests of the fleet and the colonies.

The government itself, said the premier, must bear the responsibility for the decision, which could not be transferred to the parliament. The ministers only resented that they had not previously consulted the party leaders or the public.

Merchant Fleet Emphasized.
During the course of the negotiations Dr. Loudon emphasized the necessity of Holland having her merchant fleet, which was vital for the colonies and taking care that it was not driven from the eastern seas. Obviously, he continued, once the Dutch ships were requisitioned, Germany would oppose their sailing, and he concluded by announcing when Germany demanded an exchange of vessels, the Dutch government had immediately notified the American government that it would be impossible for Holland to provide vessels for the Belgian service.

The speakers who followed the premier expressed dissatisfaction with the conduct of the negotiations but were most bitter against the associated governments. "By acting as we have," said J. De Savornin Lohmann, "we have lost our right to compensation as a vessel is destroyed."

The Liberal Unionist Patyn declared: **Allies Are Blamed.**
"The associated governments have done their best to drive us into the arms of the central powers."


The moderate Liberal Knobel asked: "What shall we do if the associated governments accept our proposals and Germany torpedoes our ships bringing wheat?" Pieter Troelstra, the Social Democratic leader, complained that the decision was taken without consulting the parliament or the people. He was skeptical concerning the hypothetical hundred thousand tons of wheat from the associated governments. "The Dutch people ought not to put their hopes in America for provisioning," he declared, "but ought to endeavor to obtain wheat from Ukraine. The government ought to pursue negotiations in that direction. German interests do not clash with a favorable attitude toward us; it is for this reason that we forgot to take steps to obtain corn from Germany."

Use of Loganberry Juice Means Big Saving of Grain

"For every ton of loganberries which we turn into juice for the soldiers, there is a ton of grain saved for bread, that might otherwise be turned into beverage of some kind," said President H. S. Gile of the Pheasant Northwest Products company, yesterday. "We are not asking the farmers of this county, or any other county in this valley to plant more acres of loganberry vines just for the fun of it, but are asking them to double their acreage this year, in order that we can ship that much more Phez or Loju to the soldiers and sailors." "Not only is this the right kind of patriotism on the part of the farmers and growers of the valley, but is a crop for which we are paying good prices, even before the vines are planted, and if properly cultivated, every acre of loganberry vines should yield upwards of \$200 net profit.

RED CROSS

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DONATIONS

COUNTRY STORE AND AUCTION SALE

To be held in the Armory, Salem, Oregon, on Friday and Saturday, March 22nd and 23rd for the benefit of the Red Cross.

The country store will open on Friday morning and continue until Saturday at 1:30 when everything left will be sold at Auction, together with live stock, poultry, etc., donated.

Every person in the community who is interested in advancing Red Cross work is hereby appointed a committee of one to boost for the success of this enterprise.

A hot dinner will be served on Friday from 11 to 1 and from 5:30 to 7 —at night there will be a cafeteria luncheon, and on Saturday there will be a cafeteria luncheon from 11 until 1.

There will be a big jitney dance on Saturday night.

This space was bought and paid for by the following merchants, U. G. Shipley, J. C. Perry, G. W. Johnson & Sons, Weller Bros., Gale & Co., Fry's Drug store, E. T. Barnes, Rostein & Greenbaum and H. W. & M. L. Meyers.

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fied, or, if unacceptable, a counter-proposal might be made.
U. S. Proposal Accepted.
The negotiations becoming protracted, the Dutch delegates proposed, in order that their ships might sooner be put into remunerative service, that Dutch tonnage lying in American waters should, with certain exceptions, be immediately



EVERY MAN'S PLEDGE

"America shall win this war! Therefore, I will work, I will save, I will sacrifice, I will endure." I will fight—cheerfully, and to my utmost—as if the whole outcome of the struggle depended upon me alone.

IS 'NT that the "America First" plan boiled right down to a nutshell. Now as you SAVE in addition to doing those other things—remember that those SAVINGS in the United States National Bank will go on earning substantial INTEREST for you.



United States National Bank

Salem Oregon

It Doesn't Hurt a Bit!

No matter what the dental operation may be, whether it is pulling or filling teeth, capping or straightening them or putting new ones in place of bad ones, we have a process by which there is a complete absence of the pain which has, in the past, kept so many away from the dreaded dental chair.

And the elimination of suffering is accomplished without using treacherous, habit forming drugs. We don't give you temporary relief at the price of saddling a far worse condition on you.

And the painless part of the operation doesn't end with the tooth work. You get charged something in proportion to what the work is worth. Hundreds of thousands, who have visited the Painless Parker dental offices will tell you he didn't hurt the pocketbook any more than he hurt the jaws.

Neither your pride nor your common sense are hurt. We make it an infallible rule to examine a prospective patient's teeth free of charge, state what has to be done, explain it frankly and fully and then estimate just how long the work will take and how much it will cost. Think of it—getting your dental bill before the tooth mending begins!

The only thing that has any real agony is the Dental Trust. And—we should worry. The more the Trustites squirm, the better we are pleased. They have hurt the Common People's jaws and purses so long, we feel that it is their turn to win. Make the punishment fit the crime.


The Dental Trust is a good deal like the dog in the manger. It wants only the high-toned, silk-stocking patronage, just as if the wage earner didn't have aching teeth as much as the millionaire. And, yet, while scorning the laborer and the person with a small salary, it fights when Painless Parker educates the multitude about dentistry and points the way to tooth salvation that is sound, painless and reasonably priced.

PAINLESS PARKER DENTIST

Hours 8 to 6. Closed Sundays.

STATE and COMMERCIAL STS.
SALEM, OREGON

Nineteen offices located as follows: San Francisco, (2), Oakland, Stockton, San Diego, Santa Cruz, Los Angeles, Fresno, Bakersfield, Sacramento and San Jose, Calif.; Portland, Salem and Eugene, Ore.; Tacoma and Bellingham, Wash.; Brooklyn, (2), New York City, N. Y.



SIECKE IS NOW TEXAS OFFICIAL

Deputy State Forester Becomes Head of Department in Southern State

E. O. Siecke, deputy state forester, has resigned to accept an appointment as state forester of Texas. His resignation is effective immediately and Mr. Siecke, who is already in Texas, will enter upon his new duties at once.

The resignation was submitted to State Forester Elliott in a telegram from Bryan, Texas, where Siecke was called several days ago to confer with Texas officials. The reason given for the immediate effectiveness of the resignation is that the spring fire season in Texas has already begun and that his presence in the state is required in connection with his office. Mr. Siecke had been recommended for the position prior to his leaving for Texas.

Mr. Siecke has been deputy state forester for Oregon since May, 1911, a month after the state forestry department was organized. Forester Elliott has not decided whom he will appoint to fill the vacancy.

State Fair Awards to Be Paid in War Bonds

Racing purses and premium awards aggregating an estimated \$10,000 will be paid in liberty bonds and thrift stamps on Patriotic Day at the state fair this year, Secretary Lea of the state fair board said yesterday. In addition all of the help about the state fair grounds will receive their wages for that day in war securities.

Swift & Company Publicity

At a recent hearing of the Federal Trade Commission there was introduced correspondence taken from the private files of Swift & Company, which showed that the Company had been considering for some time an educational advertising campaign.

The need for this publicity has been apparent to us for several years. The gross misrepresentation to which we have recently been subjected has convinced us that we should no longer delay in putting before the public the basic facts of our business, relying on the fair-mindedness of the American people.

The feeling against the American packer is based largely on the belief that the income and well-being of the producer and consumer are adversely affected by the packers' operations, resulting in unreasonably large profits.


Swift & Company's net profit is reasonable, and represents an insignificant factor in the cost of living.

For the fiscal year 1917 the total sales and net profit of Swift & Company were as follows:

Sales	\$875,000,000.
Profits	\$34,650,000.

This is equivalent to a \$3,465. profit on a business of \$87,500.

If Swift & Company had made no profit at all, the cattle raiser would have received only one-eighth of a cent per pound more for his cattle, or the consumer would have saved only one-quarter of a cent per pound on dressed beef.



Swift & Company, U. S. A.