

MARINE BILL WOULD SAVE FIFTY MILLION BELIEVES PRESIDENT

(Continued from page one) completion of war contracts, where economy to the public treasury, left us approximately 13,200,000 gross tonnage in ships. The figures are near 12,500,000 tons now, owing to the scrapping of the wooden fleet.

"More than half this tonnage is government owned and approximately 2,250,000 tons are under government operation in one form or another.

"The net loss to the United States treasury—sums actually taken therefrom in this government operation—averaged approximately \$10,000,000 per month prior to the assumption of responsibility by the present administration. A constant warfare on this loss of public funds and the draft to service of capable business management and experienced operating directors have resulted in applied efficiency and enforced economies. It is very gratifying to report the diminution of the losses to \$4,000,000 per month or a total of \$50,000,000 a year; but it is intolerable that the government should continue a policy from which so enormous a treasury loss is the inevitable outcome. This loss, moreover, attends operation of less than a third of the government owned fleet.

Already Cost Big.

"It is not, therefore, a question of adding new treasury burdens to maintain our shipping; we are paying these burdens now. It is not a question of contracting an outlay to support our merchant shipping, because we are paying all ready. I am not asking your authorization of a new and added draft on the public treasury; I am appealing for a program to diminish the burden we are already bearing.

"When your executive government knows of public expenditures aggregating fifty millions annually which it believes could be reduced by half, through a change of policy, your government would be unworthy of public trust if such a change was not commended; nay, if it were not insistently urged.

"And the pity of it is our present expenditure in losses is not constructive. It looks to no future attainments.

"But I have not properly portrayed all the current losses to the public treasury. We are wearing out our ships without any provision of replacement. We are having these losses deterioration now, and are charging nothing against our capital account. But the losses are there and regrettably larger under government operation than under private control. Only a few years of continued losses on capital will make these losses through depreciation alone to exceed the fifty millions a year now drawn to cover losses in operation.

Picture Is Gloomy.

"The gloomy picture of losses does not end even there. Notwithstanding the known war cost of three billions of dollars for the present tonnage, I will not venture to appraise its cash value today.

"I have come to urge the conservative alternative, to reassert an American WE WILL. I have come to ask you to relieve the administration branch of the government of the responsibility from a program upon which failure and hopelessness and staggering losses are written for every page, and let us turn to a program of assured shipping to serve us in war and to give guaranty to our commercial independence in peace.

"I know full well the hostility in the popular mind in the word 'subsidy' in defining what we are seeking to do for our merchant marine and the interests are those of all the people, even though the aid goes to the few who serve.

"If government aid is a fair term—and I think it is—to apply to authorizations aggregating \$75,000,000 to promote road roads for market highways, it is equally fit to be applied to the establishment and maintenance of American market highways on the salted seas. If government aid is the proper designation for 15 to 40 millions annually expended to improve and maintain international and waterways in aid to commerce, it is a proper designation for a needed assistance to establish and maintain ocean highways where there is actual commerce to be carried.

No One Is Favored.

"I challenge every insinuation of favored interests and the enrichment of the special few at the expense of the public treasury. Perhaps the unlimited bestowal of government aid might justify the apprehension of special favoring; but the pending bill, the first ever proposed which carries such a provision automatically guaranties against enrichment or perpetual bestowal.

"Though differing in detail, it is not more in proportion to their population and capacity than other great nations have done in aiding the establishment of their merchant marines, and it is timely to recall that we gave them our commerce to aid in their upbuilding, while the American task now is to upbuild and establish in the face of the most active competition. Indeed, the American development will have to overcome every obstacle which may be put in our path, except as international comity forbids. Concern about our policy is not limited to our own domain, though the interest abroad is of different character. I hope it is seen to say, because it must be said, that the maritime nations of the world are in complete accord with the opposition here of the pending measure. They have a perfect right to such an attitude. When we look from their viewpoints we can understand. But we wish to stress the American viewpoint.

"I frankly rejoice if higher standards for labor on American ships have been established. Merest justice suggests that when congress fixes standards, it is fair to extend government aid in maintaining them until world

competition is brought to the same high level, or until our shipping lines are so firmly established that they can face world competition alone.

Commerce On Seas Wanted.

"Out of the harmonized aspirations, the fully informed and wise efforts of all the people will come the greater republic. Commercial empires on the seas, ample agencies for the promotion and carrying of our foreign commerce are of no less importance to the people of the Mississippi and Missouri valleys, the great Northwest and the Rocky Mountain states, than to the seaboard states and industrial communities building inland a thousand miles or more.

"Here are the facts to deal with, not fancies wrought out of our political and economic disputes. The oblation of the annual loss and the best salvage of the capital account are of concern to all the people.

"But there is a bigger, broader, more inspiring viewpoint, a patriotic viewpoint. I refer to the constructive action of today, which offers the only dependable promise of making our wartime inheritance of ships the foundation of a great agency of guaranty of service when it is necessary to our national defense.

All Industries Aided.

"Thus far I have been urging government aid to American shipping, having in mind every interest of our producing population, whether of ships or of other goods, and the expanding commerce is the foremost thought of every nation in the world today.

"I believe in government aid becomingly bestowed. We have aided industry through our tariffs; we have aided railway transportation in land grants and loans. We have aided the construction of market roads and the improvement of inland waterways.

"We have aided reclamation and irrigation and the development of water power; we have loaned for seed grains in anticipation of harvests. We spend millions in investigation and experimentation to promote a common benefit, although a common few are the direct beneficiaries. We have loaned hundreds of millions to promote the marketing of American goods. It has all been commendable and highly worthwhile.

"At the present moment the American farmer is the chief sufferer from the crisis resulting from the 'off' year's inflation and benefiting government to our national welfare. No people may safely boast of good fortune which the farmer does not share. Already this congress and the administrative branch of the government have given willing ear to the agricultural plea for past war relief and much has been done which has proven helpful. Admittedly it is not enough. Our credit systems under government provisions and control must be promptly and safely broadened to relieve our agricultural distress.

Early Action Wanted.

"To this problem and such others of pressing importance as reasonably may be dealt with in the short session, I shall invite your attention at an early date.

"I have chosen to confine myself to

the specific problem of dealing with our merchant marine because I have asked you to assemble two weeks in advance of the regularly appointed time to expedite consideration. The executive branch of the government would feel itself remiss to contemplate our yearly loss and attending failure to accomplish if the conditions were not pressed for your decision.

"More, I would feel myself lacking in concern for America's future if I failed to stress the beckoning opportunity to equip the United States to assume a beneficent place among the nations of the world whose commerce is inseparable from the good fortunes to which rightfully all peoples aspire.

Daily Statistics.

DIED

DUMOND—At Portland, Monday, November 20, 1922, Mrs. Alice V. Dumond, aged 69 years, six months and one day. Deceased is survived by three sons, G. E. Walton, Seattle, Gilbert Walter, Busby, Alberta, Canada, and Richard Walton, Portland, and by two daughters, Mrs. Roy Stiles and Anna Nichol, both of Eugene. Funeral services will be held Wednesday afternoon at 2 o'clock from the Brantner chapel, Rev. Harry Near, of the Bible Standard Mission, officiating. Interment will be made in the I. O. O. F. cemetery.

EDWARDS—At her home at Mayville, Oregon, Mrs. Jane Edwards, wife of Wesley J. Edwards. The funeral will be held at Mayville.

ELLIS—At Portland, Tuesday, November 21, 1922, Joseph B. Ellis, former Eugenean and a veteran of the Civil war. Deceased is survived by two daughters, Mrs. J. C. Price, Eugene, and Mrs. F. W. Hawkins, Portland, and two sons, C. W. Ellis, Pullman, North Dakota, and G. W. Ellis, Palo Alto, Cal. Interment will be made in Hope Abbey mausoleum. Details of funeral arrangements are in the hands of Maroon Veatch. Deceased was a resident of Eugene.

Violins Loaned Free to Beginners Pacific Conservatory of Music, 731 Willamette St. Violin, piano, vocal cello and wind instruments taught.

FOR SALE—Carload of round 16-foot hip poles, 50c each f. o. b. C. A. Jones, Oakridge, Ore.

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Money
Cut out this slip, enclose with 5c and mail it to Foley & Co., 2835 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 pains in sides and back; rheumatism, backache, kidney and bladder ailments; and Foley Cathartic Tablets, a wholesome and thoroughly cleansing cathartic for constipation, biliousness, headaches, and sluggish bowels. Sold everywhere.

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Thousands Have Discovered Dr. Edwards' Olive Tablets are a Harmless Substitution for Calomel—safe, mild, laxative, and their effect is almost instantaneous. The colored tablets are the result of Edwards' determination not to let a liver and bowel complaint wither that calomel does, but have no harmful effects. They don't injure the stomach, they hold the trouble and quickly get it. Why cure the liver and bowels the teeth? Calomel sometimes havoc with the gums. So do liquids. It is best not to take any. Let Dr. Edwards' Olive Tablets take its place.

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