

PEACE PROPOSALS CLEVER STROKE OF DIPLOMACY

(Continued From Page One.)

between Japan and Russia, if Japan should refuse to surrender these islands Russia would be obliged to support her.

Disarmament.

4. Nothing is said about disarmament or militarism. The hope that has buoyed democratic peoples in France and Great Britain has been the hope that the war would in some way put an end to the armed banditti style of government. These terms wouldn't do that. They would mean nothing but a truce with every nation arming itself to the teeth and incessantly expecting attack.

5. Germany would be left the dictator of the Balkans with supreme influence in the near east and a broad highway to the riches of the rest of it. With her colonies back she would become in ten years the commercial empress of the world, about which time all other nations then surviving would be driven into a new alliance against her.

6. Worst of all, nothing is done about the deep underlying economic cause of the war. Germany's ambition to have a port on the Atlantic, for instance, is neither won nor put out of the question. That means it will be up again, bristling with guns. The allies will say with reason that a peace made in this way would be a greater calamity to the world than the war itself. It would have unlimited chances of catastrophe. On the strength of the moral verdict about Serbia, Germany could, if she chose, annex Holland and get the mouths of the Rhine and the Atlantic port she wants so much. She could annex Switzerland and get the world's greatest water powers. With these alone she could override all commercial competition around the globe and be borne up to inconceivable wealth and power.

Kaiser's Master Mind.

Still, it was a master mind that made this move at this time. We have got to hand it to the kaiser. This was his devising and nobody's else. He has shown at other times a knowledge of the mental operations of other nations that seemed uncanny, but this beats them all.

Think of his knowing that a vast population in America, never understanding what the war was about, would be ready to cheer peace on any terms and failing to get it, might push over an embargo act that would paralyze Great Britain.

It was America he was playing for, and we have now to see how much he gets of it.

The allies will have to refuse the terms and the war will go on, with every speech in the reichstag beginning with: "We offered to make peace, but our enemies were wickedly determined to prolong the horrors of war."

Instead of peace, you will probably see more determined fighting, greater activity, greater expenditures, greater taxes.

There is now nothing on which the fight can be called off. Nothing has been decided so far except the tremendous advantages of a nation that carefully presses forward and the handiwork of a nation that trusts to peace and popguns.

In the very nature of things, the unparalleled sacrifices of so many peoples cannot be turned off that way. In this world of ours war isn't like a scenic waterfall in a playhouse that you can turn on and turn off as you like. When you turn it on something has to be settled before you can turn it off.

A number of students of the University of California will return to Medford tonight to spend the holidays.

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GREAT BRITAIN REJECTS GERMAN OFFER OF PEACE

(Continued From Page One.)

on land and sea," had been liquidated by a "few pious phrases about humanity."

Premier Lloyd George announced it had been decided to give recognition to the agents of former Premier Venizelos of Greece.

The speech of Chancellor Von Bethmann-Hollweg before the German reichstag was characterized by Mr. Lloyd George as constituting in substance a denial of the only terms upon which peace was possible.

To Consult Colonies.

Premier Lloyd George said the time had come when the dominions should be consulted more formally as to war. An imperial conference would be summoned at an early date to discuss vital questions. The premier said it was proposed to appoint a director of national service and that all industries and services would be scheduled as essential or non-essential to the war.

The premier said he was convinced the Irish question was a misunderstanding and that he hoped this misunderstanding would be removed.

Settlement of the Irish question, the premier added, would be a great war measure.

Rumanian Blunder.

Dealing with the war situation, the premier said he had to paint a stern but not gloomy picture. The Rumanian blunder was an unfortunate one, but at the worst it only prolonged the war and could not affect it. It might have a salutatory effect, he continued, in calling the attention of the allies to obvious defects of organization. To prevent the Rumanian situation from becoming worse, they had taken strong action. In Greece they were taking no risks. They had decided to recognize the agents of former Premier Venizelos.

Speaking of the western front, Mr. Lloyd George referred to the growth of the British armies there, and continued:

"I am convinced ultimate victory is sure if the nation shows the same spirit of endurance and readiness to learn as the mud-stained armies at the front."

Domestic Problems.

Turning to the more purely political of the domestic problems before the new ministry, Mr. Lloyd George said:

"We are anxious to avoid all controversial questions. The functions of the premier and leader of the house of commons have been separated, because it was shown the double tasks were too much for one man. The makeup of the new cabinet is best adapted for the purpose of war. In war you want prompt decision, and the allies have suffered disaster after disaster from tardiness in decision."

The premier analyzed the German chancellor's speech and then declared emphatically:

"Without reparations peace is impossible. Moreover, what guarantee is there—subterfuges will not be used in an effort to overthrow any treat-

ies of peace whereto we might now enter?"

Purposes of War.

"We must keep a steadfast eye on the purpose for which we entered the war. We entered it to defend Europe from aggressions of the Prussian military caste. We must insist that there be the most complete guarantees against this caste ever disturbing again the peace of Europe. Prussia has been a bad neighbor. Now that the war has really been undertaken, it would be folly not to see to it that this swashbuckling through the streets of Europe and this disturbance of peaceful citizens be dealt with here and now as the most serious offense against the law of nations."

"We will wait until we hear what terms and guarantees there are other than those, better than those, surer than those which Germany so lightly broke. Meanwhile we shall put trust in our unbroken army rather than in broken faith."

It was ten minutes past 4 o'clock when the premier rose before the house of commons.

"I appear before the house," he began, "with the greatest responsibility which has fallen on any man as chief adviser of the crown—in the midst of the most gigantic war ever waged, on which depends the destiny of nations and humanity. The responsibilities of the government are accentuated by the declaration of the German chancellor and the note communicated through the United States. Our answer will be given in full accord with our allies."

This statement of the premier was greeted with cheers.

German Note a Paraphrase.

"The German note was a mere paraphrase of the chancellor's speech. Each of the allies has separately and independently considered the matter and arrived at the same conclusion. I am glad the first answer has been given by France and Russia. They had unquestionably the first right to speak, for the enemy is still on their soil and their sacrifices have been great. I simply stand here to give clear and definite support to the statements they have made."

"Anyone who wantonly prolongs this conflict has a crime on his soul which oceans of tears could not cleanse," the premier declared, "but anyone who abandons the struggle without attaining the object would be even more guilty. Are we likely to attain our object by accepting the German proposals? To accept the proposals would be to put our heads into a noose. Historic example cautions us to regard the proposal with disgust."

Asquith Offers Services.

Referring to the mobilization of labor, the premier said no man would be taken into the army if he were capable of rendering more useful services outside it.

Arthur Neville Chamberlain, he announced, had been appointed director general of national service.

After the premier's speech, which lasted one hour and fifty-five minutes, former Premier Asquith, rising to reply, said his one desire was to place at the disposal of the government whatever experience he possessed.

Mr. Asquith said it must be a peace which achieved the purpose for which the war was entered on, such a peace as would be accepted gladly and that "anything short of it we are bound to repudiate."

MILITIA NEEDS TRAINING

(Continued From Page One.)

General Scott said, "It has always failed us. It is undemocratic, unreliable, inefficient and expensive."

Asked if double the pay of privates would improve the present system, General Scott said:

"If you increase the pay of the army to a point where it would produce a force of the size we must have, you will bankrupt the nation."

Baker on Compulsion

Secretary Baker told the house military committee today that he had not yet made up his mind whether universal compulsory military service or a system of selective conscription was the best method of preparation for national defense. He discussed difficulties met with in mobilization of the National Guard and various questions connected with the border service.

"Do you favor compulsory military service?" asked Representative McKellar of Tennessee.

"You will understand me in not answering yes or no to that question," replied Secretary Baker.

"The obligation to serve the country is a universal one. The question of how to bring about the anticipatory preparation for national defense is a question of policy, rather than theory. Whether universal military service, or a selective conscription is the correct answer, I do not know. The theory of a common interest in a common country is satisfied by a method of selecting soldiers that is not voluntary in character."

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Eert Nicholson of Griffin Creek was a business visitor in the city Tuesday.

J. M. Lewis of Jacksonville trans-

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C. R. Heckman of Central Point was a Medford visitor Tuesday.

Mary Hanley of Central Point was shopping in the city Tuesday afternoon.

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WHAT BUICK VALVE-IN-HEAD MEANS

A great many present and prospective users of motor cars have the idea that all motors are substantially alike, and that they differ only in detail. There is a fundamental difference between the Buick and other cars and that difference is due to the Buick Valve-in-Head motor.

The Buick Valve-in-Head motor differs from the other types of motors in both appearance and action. It is different in appearance because the valves through which gas enters and leaves the cylinders are in the tops, or heads, of the cylinders, whereas in other types of motors these valves are placed in pockets at the side of the cylinder.

Because of this different method of placing the valves in the Buick cylinder, the Buick motor, in action, has two great fundamental advantages over all other types of motors. This method of locating the valves makes the Buick motor absolutely different from and superior to any other type of motor. And when we say "superior" we assert a fact that can be demonstrated just as easily and precisely as a sum in arithmetic.

It is important that you get this clear in your head before you attempt to understand the meaning of "Valve-in-Head."

TWO ADVANTAGES.

First, the Buick Valve-in-Head motor conserves and uses a larger percentage of the power contained in gasoline than any other motor.

Second, because of its Valve-in-Head construction, the dead gases resulting from each explosion in the Buick cylinders are more completely expelled than in any other type of motor, thus preventing the next incoming charge of fresh gasoline from being weakened through mixture with remaining portions of these dead gases, consequently increasing the power of each explosion.

The first of these advantages, while stated in fewer words, is by far the more important, as you shall see. Now we come directly to the real meaning of the term "Valve-in-Head":

The buyer should understand that an automobile motor is by far the most important part of a motor car, and that the whole question of the car's worth depends upon its motor. Next in importance the buyer should understand that all automobile engines are heat engines. Regardless of their form of construction or their number of cylinders, all automobile motors are heat engines. By that it is meant that heat is the force which furnishes the power of the motors. To reach an understanding of automobile motors it is first necessary to get this fact firmly fixed in mind.

Gasoline is the fuel which supplies the heat. In other words, gasoline is the "raw material" for making heat, just as cotton is the raw material for making cloth.

THE EXPLOSION.

When the gasoline is taken into the carburetor it is vaporized and mixed with air. That is, it is transformed into gas. This gas is then taken into the cylinders by means of an electric spark. It is burned, or, as we generally say, it is "exploded." Gasoline vapor burns so quickly that we speak of the transformation as an "explosion." If you could burn a stick of stove wood or a lump of coal as quickly as you can a quantity of gasoline, they, too, would "explode." This burning, or "exploding," of the gasoline, creates a very high degree of heat. Heat, as every body knows, expands and it is this expansion of heat against the piston which causes the automobile to move.

A fresh charge of gasoline is taken into the cylinder each alternate downward stroke of the piston, or, as we say, the "power" stroke. At the end of the power stroke the heat derived from this charge of gasoline is gone. It was used up in the effort necessary to drive the piston downward. Then comes the exhaust stroke, and then another power stroke. This process goes on continually in each cylinder while the automobile is running.

HEAT MAKES IT GO.

The heat, you see, pushes the piston downward, and this movement of the piston is transferred to the crankshaft, and thence to the rear axle, and from there to the rear wheels. So you see it is heat that causes the automobile to move. Heat is the power that drives an automobile.

So far, we have been talking about all automobile motors. Now you shall see wherein the Buick Valve-in-Head motor differs from the other types. We could never hope to make you understand just what this difference is unless we first pointed out to you that the propelling force of all automobile motors, including the Buick, is heat.

As a matter of plain common sense it can be understood that it is to the utmost interest of the automobile owner to possess a car which uses the very highest possible percentage of the heat derived from gasoline to push the piston. All of the heat which goes elsewhere than against the piston is waste. The Buick motor conserves, and uses, a higher percentage of this heat than any other motor, as you shall see.

When gasoline is exploded in the cylinder of an automobile motor there are just two places it can go—just two avenues of escape for it.

First, it can find an outlet by pushing the piston downward.

Second, it can escape through the cylinder walls into the water that is used to keep the cylinders from getting too hot.

Now it stands to reason that the automobile owner wants the largest possible amount of that heat to go against the piston. That is what he buys gasoline for—to move his car. It is necessary, however, to have water surrounding the cylinders, for otherwise they would get so hot that they would melt.

And right at this point is where Buick superiority begins. In the Buick more of the heat goes against the piston, and less into the water, than in any other motor. This is because of the Buick valve arrangement.

SAVING OF WATER JACKETING.

In the Buick motor the valves are in the tops, or heads, of the cylinders; hence the name "Valve-in-Head." This means that the valves are in a spot that is already water-jacketed, so that no additional water-jacketed space is necessary to accommodate them.

In the "L" head and "T" head motors, on the other hand, the valves are placed in little compartments alongside the upper parts of the cylinders—like an alcove to a room—and these little compartments must be water-cooled, exactly the same as the cylinder proper. That means a large water-jacketed area for each cylinder, and therefore an increased opportunity for heat to escape.

The cylinder walls are hollow, and through this hollow portion a current of water passes continually, to take up the heat which would otherwise melt the iron of the cylinders. And in all motors except the Buick Valve-in-Head there are these little compartments, or "valve pockets," as they are called, also with hollow walls with water flowing through them. They are simply an addition to the cylinder.

LESS WASTE OF HEAT—MORE POWER

Thus, you see, there is less opportunity for heat to escape into water in the Buick Valve-in-Head motor. That means more heat against the piston, which means, in turn, more power for the rear wheels.

You often have heard that the Buick is the most powerful motor. Well, that valve arrangement is the reason for that greater power. The Buick motor will develop from fifteen to twenty per cent more power than similar sized motors of the other types, and the reason for that greater power is simply the fact that in the Buick motor there is fifteen or twenty per cent less waste of heat.

To waste heat by allowing it to escape into the water surrounding unnecessary valve pockets is exactly the same as buying five gallons of gasoline and then pouring one gallon of it into the gutter. You might just as well throw it away in the beginning as to use it to create heat to be absorbed by the water that surrounds the valve pockets in these other types of motor.

DEAD GASES COMPLETELY EXPELLED

Due to the fact that the exhaust valve in the Buick Valve-in-Head motor is directly in the top of the cylinder the dead gases which result from each explosion are more completely expelled, thus leaving the cylinder clean for the introduction of the next charge of fresh gasoline. In other types of motors the dead gases cannot get out so easily, for the reason that they have to make a roundabout journey in order to get through the exhaust valve.

If you had two pumps at work forcing water through two sets of pipes, one set being straight pipes and the other set curved and crooked, you would find that the pump attached to the straight pipes, using the same amount of power, could pump a great deal more water than the one attached to the crooked pipes.

This would be due to the fact that water going through the crooked pipes would meet with more frictional resistance along the side walls of the pipes. At each turn and twist of the pipes the water would be held back.

And this is exactly what happens in "L" and "T" head motors. The dead gas is first forced against the head of the cylinder, and since there is no opening there, it is next forced into the valve pocket. And after being forced through the valve pocket it finally finds the exhaust valve at the bottom of the pocket.

In this long, winding passage it can readily be understood how a part of the dead gas is retarded and held back by the frictional resistance encountered, and is thus kept in the cylinder to be mixed with the next incoming charge of fresh gasoline, which it dilutes and weakens.

This is why "L" and "T" head motors soon get "dead" and lousy. This is why these motors soon lose the snap and liveliness that is so characteristic of the Buick Valve-in-Head motor. When the "L" and "T" head motors are new and clean they are lively enough, but they soon become "dead" and "heavy," whereas the Buick Valve-in-Head motor is just as peppery after thousands of miles of use as when new. In the Buick Valve-in-Head motor the dead gases take a straight shoot for the opening. No corner to turn. No projections to stop them. No pockets to retard their flight. They make a straight, headlong dive through the exhaust valve.

These Buick facts are unanswerable. They can't be debated.

Make sure you understand this Buick Valve-in-Head principle. It is the greatest and most important principle in the whole field of motor car operation.

POWER AUTO CO.