

SECURITY VEILS DEPARTURE OF YANKS ABROAD

LONDON, June 18.—No greater care and secrecy could attend the shipment of royal jewels than is observed in shipping American troops to France. To safeguard his boys, Uncle Sam takes every possible precaution, from the time they embark until the transport has reached its destination. He leaves no loophole for the machinations of enemy agents. Usually, as a result of this elaborate protective system, the trip from "An Atlantic Port" to the French or English port, as the case may be, is remarkably uneventful. All elements of danger have been so carefully anticipated that the risk is reduced to the lowest minimum.

Secrecy Guards Sailing
Until the troops and civilian passengers have reached the pier they do not know the name of their ship. It is only a number to them. On the regular troopships it is difficult for a civilian, unless he is engaged in war work, to secure a passage. Those who do so are subjected to close scrutiny, and their credentials and luggage are thoroughly examined.

Embarkation often begins several days before the transport sails. All good-bys have been said before the troops start for the ship. No relative or friend may accompany them to the pier. This rule applies to the officers as well as to the men.

Once aboard, there they remain, no shore communication being permitted. This regulation imposes no hardship other than inactivity. Until all troops have been assigned to quarters and organization has been effected, the men are left pretty much to their own devices.

No Mail Restrictions
No restriction is placed on writing, and bags are kept open for soldiers' mail up to almost the hour of sailing. This privilege gives many a chance to get off neglected letters and postcards, although these, as a matter of precaution, are not put into the mails until the ship has passed through the submarine zone.

The troops also take advantage of an arrangement devised by the government for the sending "safe arrival" messages. Telegrams or postcards advising family and friends that the writer has made the trip in safety may be prepared in advance and left in charge of the authorities at the port of sailing. As soon as word is received by cable of the ship's arrival on the other side, the telegrams and cards are released to the wires and mails. Not only is much time saved by this plan, but the soldiers are spared the high cost of mailing from Europe.

With the exception of the ship's executives and the officers in military command, no one aboard knows the hour fixed for sailing, and this becomes a favorite topic for speculation among the men. But finally the last soldier has come up the gang-plank and the last piece of freight has been stowed away. A busy little tug appears alongside and begins to nose the vessel like a terrier investigating a greyhound.

SEEK TO INCREASE COAST STEAMER FARE

WASHINGTON, June 18.—Permission to increase steamship passenger rates between Seattle and San Francisco to make them three cents a mile and equal the rail charges was asked of the interstate commerce commission today by the Pacific steamship company. It asked that fares between San Francisco and Seattle be fixed at \$30.

TWO DOLLAR WHEAT TO REMAIN STANDARD

WASHINGTON, June 18.—Suggestions for abandoning the senate proposal to increase the government minimum guarantee for wheat from \$2 to \$2.50 per bushel, were made in the senate today after Senator Smith of South Carolina had advised the senate that the house managers had refused to accept the amendment.

Dangers of Costiveness.

Auto-intoxication, headache, lassitude, irritability, "blues," sallowiness, blotches, are among the results of constipation. If long neglected it may cause piles, ulceration of bowels, appendicitis, nervous prostration, paralysis. Don't delay treatment. Best remedy is Foley Cathartic Tablets, as many thousands know from experience. They not only do their work surely, easily, gently, but without injury to stomach or intestinal lining. Contain no habit-forming element. Sold everywhere. —Adv.

MARSHAL SAYS NO CHANGES NEEDED TO ENLARGE JOB

By Milton Bronner.
WASHINGTON, June 18.—Take it from Thomas R. Marshall that nothing the world-war has developed has made necessary or advisable any widening or broadening of the powers of the vice-president of the United States. And Tom Marshall ought to know because he has been vice president for five years now; is the only man re-elected to the job since the early ages; and if he lives will have served longer than any man since Calhoun. I put this question to him:

Query and Answer
"Don't you think the war has demonstrated the necessity for having the vice president sit, as a matter of course, with the president at his cabinet meetings and don't you think the vice president ought by law to be armed with the power to get up on the floor of the senate to defend and explain cabinet ministers' acts when unjustly attacked? We have had examples during this war when senators have made, before large audiences of congress and public, widely-advertised attacks upon cabinet members and it has been only after days of inquiry and preparation that senators friendly to those ministers have been able to get the facts and present the other side. If the vice president were always in the cabinet meetings he would be fully conversant with all the moves and prepared instantly to reply to unjust attacks and insinuations."

"The vice president's answer was somewhat complete. It was—'No!'"

Suggests Changes

"I think it would be a good thing though, if the cabinet ministers, who under our form of government are really executive secretaries, were given the power to come on the floor of the house and senate and explain personally the needs of their departments. They should also be subject to cross-examination by the members. In that way, thru personal contact, public business could be transacted more quickly. "There is only one thing I think should be granted to vice presidents, John Adams and John Calhoun assumed that they were privileged to take the floor just like the senators and did so. No one has done so since. Being neither theatrical nor pyrotechnical I have not attempted to resume the function. However I have, perhaps, 20 times seen opportunities where I could have taken the floor and explained some important topic. It would not be necessary to have a constitutional amendment to give the vice president that power. All that would be required would be an amendment to the senate rules."

O'LEARY ARRAIGNED ON TREASON CHARGE

NEW YORK, June 18.—Jeremiah A. O'Leary, Sinn Fein leader who was arrested in Washington state last week, after fleeing from trial here on charges of espionage act violation, arrived here today from the west in custody of federal officers.

Since his disappearance from New York on May 7 O'Leary has been indicted with two German subjects and four other Americans for complicity in alleged plots to commit espionage in behalf of Germany and treason against the United States.

O'Leary was taken before Federal Judge Learned Hand and arraigned on the treason and espionage conspiracy indictments. He pleaded not guilty to both charges and was held without bail on the treason indictment.

NATIONAL GUARD FIGHTING IN ALSACE

WASHINGTON, June 18.—The war department authorized formally today the announcement of the fact that the 32nd division (national guard) is now fighting in Alsace on German territory. Since the division has been in action its presence has been identified by the Germans, permitting the fact to be disclosed.

The 32nd division is composed of Michigan and Wisconsin troops which left this country commanded by Major General William G. Haan, under whom it was trained at Camp MacArthur, Tex.

NANCE O'NEIL, IN "THE WANDERER" AT THE PAGE THEATER, SATURDAY, JUNE 22



Supreme test of mother love shown in "The Wanderer." Wonderful acting of Nance O'Neil in the great Biblical play at the Page. The talk of Broadway.

No play in many years has brought forth such superb acting and such an assemblage of big stars as will be seen now at the Page theater Saturday, June 22, in the performance of the great Biblical drama, "The Wanderer." In this constellation of stars, where there are many famous players, it seems difficult to think that any one of the players should rise to superb heights above the work of the other talented artists. Yet the achievement of Nance O'Neil as the mother in "The Wanderer" will live long in theatrical history as one of the greatest and most sublime portrayals ever recorded in the history of the theater.

The great theme of "The Wanderer" is mother-love. It deals in dramatic fashion with the story of the Prodigal Son, his headstrong resolve to demand his portion and go forth into the world, and his trials and temptations while away from the protecting influence of home. The story of course is taken from the Bible, as narrated in the Gospel of St. Luke. Yet it is just as true today as it ever was, because New York or any modern big city might easily exert the same influence upon the average young man that the call of Jerusalem exerted upon the shepherd boy Jether, in "The Wanderer," as the story shows, 2000 years ago.

HOSPITAL AIRSHIP LATEST DEVICE AT FLYING SCHOOL

DALLAS, Texas, June 18.—A hospital airplane is the latest innovation at the Love Field aviation school. It is an emergency airship manned by a skilled pilot, with a physician in the observer's seat and it is kept ready during all hours of flying practice to enable medical help to reach a fallen aviator.

The hospital "ship" is always ready for instant use. That there may be no delay, the emergency machine is "cranked up" every twenty minutes so that the engine may be kept warm and ready to produce its best speed as soon as needed. The pilot and the physician stay close at hand.

Observers with field glasses keep a watchful eye upon the men in the air and the instant a flyer starts falling, information is telegraphed simultaneously to the ambulance, the fire wagon and the hospital "ship."

Oftentimes when a forced landing occurs it is in a field distant from any road, and the ambulance can reach it only by travelling a long and roundabout way. The hospital "ship" can save time, not only by its speed, but also by going direct to the scene of the accident.

The ubiquitous evidence of preparations for accidents is thereby approved by the young flyers and has no depressing effect on their spirits. Always during flying times the ambulances stand on the "dead line" ready to start. Forced landings sometimes occur, with occasional accidents, but most frequently the injuries are not serious, so the ambulances have no terrors for the cadets. They call them "meat wagons."

WHAT CONSTITUTES NON-ESSENTIAL EMPLOYMENT

LONDON, June 18.—The present state of uncertainty that prevails in many American industries owing to the new "work or fight" regulations had its counterpart in England, and is being repeated now under the new law making men between 12 and 55 liable to military service.

The American proclamation ordering men of draft age who are engaged in non-essential occupations to transfer their connections to war industries naturally raises the question: "What are the non-essential occupations?"

Britain's Answer

England has practically answered this question for itself in four years of war, but has found that it has no permanent fixed answer. The draft exemptions here is continuously under review and revisions of the list of non-essentials are frequent. There is no guarantee that the list has been heard of proclamations extending by wholesale the occupational exemptions.

The following list, however, may be interesting to Americans of draft age who are wondering whether they will have to give up their lucrative positions to work in munitions factories.

It comprises those industries or trades employment in which up to May 1, 1918, gives Englishmen exemption from the draft:


Exempted from Draft

Agriculture, banks, blacksmiths, brick workers, cable companies' employees, coal miners, coal delivery employees, colliery clerks, education officers and teachers, electrical plants, farmers, fire brigades, flour mills, gas companies, government departments, government construction work, hay cutters, printers and binders, insurance companies, lumbermen, municipal administrative officers, mercantile marines, newspaper staffs, policemen, port transport, seamen and stewards, shipping officers, trade union officers, veterinary surgeons, wheelwrights, wireless school instructors, Y. M. C. A., full time workers of.

Typical of Trade

This list of course, also includes members of parliament, workers in the Red Cross, shipbuilders, etc.

While there is no indication that the United States will follow England's example in regulating its draft, still this list may be taken as typical of the trades which are likely to be considered as "essential occupations" here as well as in England.



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