

FURTHER ACTION PROBABLE AGAINST BEEF PROFITEERS

(By Gibson Gardner.) WASHINGTON, July 25.—The Chicago meat packers, commonly known as the Beef Trust, are soon to come under further governmental regulations. This fact is officially announced by the Federal trade commission.

The margin of profit which the packers have been making has been found to be too great for any definition of a "reasonable profit" in war time. President Wilson has, therefore, authorized the food administration to deal with the matter. The packers will have to cut their margin of profit or be taken over as a government industry, to be run by the government for the duration of the war.

On May 31 the Official Bulletin published by the Cereal Bureau, made public a report to the president and approved by the president on the policies to be pursued by the government in the matter of the meat packing industry.

A paragraph in this report reads: "The present regulation by the food administration as to maximum profits should be continued to July 1. In the meantime the Federal trade commission should report upon the reasonableness of its maximums. If found reasonable they should continue in effect until further notice. If found unreasonable, such maximums should be made effective as facts warrant."

Further Restrictions Nothing has been disclosed officially as to the making of a report to the president by the Federal trade commission on this subject, but the Federal trade commission, in the report to the senate responding to the Borah resolution, makes it perfectly clear that the Federal trade commission believes the profits taken by the beef trusts have been unreasonable.

On page four of that report the commission says: "However delicate a definition is framed for profiteering, these packers have preyed upon the people unconscionably. They are soon to come under further governmental regulation approved by executive order."

The food administration is the instrument which will no doubt be charged with the duty of carrying out the executive order of cutting maximum profits.

Abnormal Profits What the Federal trade commission thinks about the reasonableness of the profits taken by the meat packers may be discovered from the following paragraph: "An exposition of the excess profits of four of the big meat packers (Armour, Swift, Morris, Cudahy, omitting Wilson as not comparable) is given in the fact that their aggregate average pre-war profit (1912, 1913, 1914) was \$19,000,000, that in 1915 they earned \$17,000,000 excess profits over the pre-war period; in 1916, \$36,000,000 more profit than in the pre-war period, and in 1917, \$68,000,000 more profit than in the pre-war period. In the three years from 1915 to 1917 their total profits have reached the astounding figure of \$140,000,000 of which \$121,000,000 represents excess over their pre-war profits."

"These great increases in profits are not wholly due to increased volume of business. The sales of these companies in this period increased 150 per cent, much of this increase being due to higher prices rather than to increased volume by weight, but the return of profit increased 400 per cent or 2 1/2 times as much as the sales."

What the Federal trade commission thinks about the reasonableness of the profits taken by the meat packers may be discovered from the following paragraph: "An exposition of the excess profits of four of the big meat packers (Armour, Swift, Morris, Cudahy, omitting Wilson as not comparable) is given in the fact that their aggregate average pre-war profit (1912, 1913, 1914) was \$19,000,000, that in 1915 they earned \$17,000,000 excess profits over the pre-war period; in 1916, \$36,000,000 more profit than in the pre-war period, and in 1917, \$68,000,000 more profit than in the pre-war period. In the three years from 1915 to 1917 their total profits have reached the astounding figure of \$140,000,000 of which \$121,000,000 represents excess over their pre-war profits."

"These great increases in profits are not wholly due to increased volume of business. The sales of these companies in this period increased 150 per cent, much of this increase being due to higher prices rather than to increased volume by weight, but the return of profit increased 400 per cent or 2 1/2 times as much as the sales."

BRITISH ADVANCE LINES NEAR ALBERT

LONDON, July 25.—British troops last night pushed forward slightly south of Rossignol wood in the Hebuterne sector north of Albert. The official statement from Field Marshal Haig today adds that a few prisoners and six machine guns were captured.

LORD TO SUPPLY LABOR FOR MINES DURING WAR

WASHINGTON, July 25.—James Lord, president of the mining division of the American Federation of Labor, has been appointed head of a special section of the federal employment service in charge of recruiting and supplying labor for mines.

FREIGHT TRAFFIC ON CASH BASIS AFTER AUGUST 1

How carriers in this region will put into effect on August 1, the government's ruling that all transportation charges thereafter shall be on a cash basis is explained in a statement issued by W. E. Ingram, assistant treasurer of the Southern Pacific company. The statement covers points that have been agreed upon also by the Santa Fe, Western Pacific and Salt Lake railroads.

According to Ingram's statement the new rules will not apply to transportation rendered to the United States government; its allies; the various states; counties and municipalities; the District of Columbia and Alaska; the American Red Cross. Special arrangements for the payment of such charges can be made on the approval of the assistant treasurer of the carrier.

Bonds of File Cancelled Agents have been instructed to immediately notify all patrons now having bonds on file that present arrangements will be cancelled as of July 31, 1918, and all outstanding bills, including those issued in the month of July must be paid on or before that date.

All present arrangements covering a remittance of freight bills to other agencies, banks or accounting department for collection will be discontinued July 27th, 1918. Shippers maintaining branch houses or agencies in one or more cities or towns on line of carrier must either arrange for cash payment of charges locally accrued or authorize their representative to make sight drafts on the main office with freight bills attached, or authorize local railroad agents to make such drafts. Such shippers or consignees should file with agents at their main office location, credit bond in amounts sufficient to cover credit to be extended at all branch agencies, accompanied by letter specifying location of their branches at which applicable.

Prepaying Freight Branch houses receiving prepaid freight which may be insufficiently prepaid on original waybill, should secure authority from their main offices to make draft for any under charge carried on such shipments when received, freight bills giving full data to be attached. This procedure is established to eliminate loss of time and expense to all concerned in corresponding over small items. Checks of well known responsible parties will be accepted in payment of charges due carrier.

All freight bills must be paid as rendered, claims being presented for any alleged errors. It is expected that early adjustment of such claims will be arranged for. The general rule of collecting transportation charges at time of delivery, or prepaid charges if outbound will still obtain but well known responsible patrons may be considered on a cash basis provided that bills presented immediately shall be paid not later than the following day.

In order to avoid congestion in handling numerous shipments and especially at terminal points a credit, when approved by the assistant treasurer can be extended for a period not exceeding 48 hours after the time allowed patrons to make payment on a cash basis, on condition that a sufficient surety bond is filed. This practically makes settlements on a semi-weekly basis when covered by a bond. Quick attention is necessary on the part of agents and shippers in securing and filing bonds that no inconveniences may be experienced.

DESTROYER BUILT IN SEVENTY DAYS

WASHINGTON, July 25.—A new world's record in destroyer construction has been established at the Mare Island (California) navy yard in the commissioning of the Ward, 70 days after her keel was laid, the navy department announced today. The Ward was launched 17 1/2 days after the first plate was laid. Formerly it required 24 months to construct a destroyer in this country.

Soldier's Cough Is Cured Private Harold Hamel, 66th Regiment, Ft. Adams, R. I., writes: "I was troubled with a bad cough for three months. I tried a sample of Foley's Honey and Tar and felt greatly relieved. I have since used two 50c bottles and I recommend Foley's Honey and Tar and will always keep it on hand." Foley's Honey and Tar covers inflamed, irritated surfaces with a soothing, healing coating and relieves coughs, colds, croup and bronchial affection. Sold everywhere.

America's Roll of Honor

Today's Casualty List Sent By Pershing From Battle Front in France.

WASHINGTON, July 25.—The army casualty list today shows: Killed in action, 32; died of wounds, 6; died of disease, 3; died of accident and other causes, 3; wounded severely, 123; wounded slightly, 1; wounded, degree undetermined, 19; missing, 2; prisoners, 2. Total 188.

The list includes Privates John Blum, Riville, Wash.; Milton L. Mower, Blaine, Wash.; Charles Munzinger, New York; S. S. Musbynickoff, Shrank, Pa.; Herbert Muszy, Charlestown, N. H.; C. R. Myers, Mason, W. Va.; Francesco Narducci, Ischitella, Italy; K. E. Oeltinger, Binghamton; Commille Overstreet, Pritchard, Ala.; Auel Pachter, Grubeshow, Russia; A. C. Pelker, Saint Judas, Quebec; M. S. Piper, Greenboro, Vermont; Carl Pittsman, Silvis, Ill.; Virgil Pitts, McCammon, Idaho; Rosario Plante, Lowell; W. H. Ralle, St. Francis, Kans.; J. J. Ronke, Lewis, Iowa; Nikitta Rodchuk, Kennon, Russia; Theodore Rubenstein, New York; G. S. Schindele, New York; F. E. Shaddock, Brooklyn; Thomas Shadrick, Hellen, Fla.; William Slaton, South Dartmouth, Mass.; W. E. Snyder, Binghamton, N. Y.; Harry Stein, Jacksonville, Fla.; W. E. Urhart, Roanoke, Va.; Ralph Van Brocklin, Chicago; K. J. Velonides, Atakia, Turkey; J. J. Viola, Philadelphia; Jules Wargo, Monessen, Pa.; C. B. Warner, Glen Castle, New York; Samuel Weinstein, Maplewood, Mass.; H. C. Wenzel, Hazelton, N. D.; W. D. Westover, North Troy, Vermont; Albert Williams, Scottdale, Ohio.

Slightly wounded: Lieutenant G. A. Keyser, Omaha. Wounded, degree undetermined: Corporal R. V. Hewitt, Keokuk; Privates H. G. Arnold, Manson, Iowa; L. C. Booth, Webster City, Ia.; T. W. Cartwright, Creston, Iowa; Merle Clark, Webster City, Iowa; P. C. Coe, Kamrar, Iowa; H. C. Ezze, Manson, Iowa; Richard Henry, Iowa Falls, Ia.; S. H. Huffaker, Council Bluffs, Iowa; J. C. Knotts, Hot Springs, S. D.; H. M. O'Connor, Sioux City; J. M. Peterson, Des Moines; O. P. Pirtle, Lacona, Iowa; Joseph Pruette, Iowa, Ill.; L. S. Tweedy, Ireton, Iowa; E. J. Voss, Pomeroy, Iowa.

Missing in action: Private R. E. Belknap, Lockport, N. Y.; L. W. P. Fernands, New York. Prisoners: Corporal J. L. Murray, Falls Village, Conn.; Private E. M. Greene, Bristol.

Previously reported killed in action, now officially reported prisoners: Private Leslie Dallen, Sangtuck, Conn. Previously reported missing in action, now officially reported as having returned to duty: Private L. M. Cook, Mill Neck, N. Y.

Marine Casualties WASHINGTON, July 25.—The marine corps casualty list today shows: Killed in action 20; died of wounds, three; wounded severely, 38; missing, three; total, 64. The list includes Private Douglas G. March, 340 South Fifth street, West Missoula, Mont., killed in action. The casualties were in two lists. The first, dated July 23, follows: Killed in action—Corporal Francis E. Williams, Alliance, Ohio; Privates Raymond J. Cahill, Manayunk, Pa.; Howard W. Kahler, South Williamsport, Pa.

Died of wounds received in action—Privates Harry E. Clausen, Chicago; William Irwin, Oakland, Cal. Wounded in action (severely)—Privates Arthur R. Arsen, Woodstock, Ill.; Archie M. Benson, Chicago; James W. Kaiser, East Liverpool, Ohio; Sidney Mcintosh, Council Bluffs, Iowa; John A. McWilliams, Chicago; Sylvester J. Nugent, Covington, Ky.; Joseph G. Regis, Georo, Ill.; Theodore R. Ritenour, Chicago; John H. Strain, San Gabriel, Cal.; Charles E. Warren, Muskogee; Floyd L. Yockey, Decatur, Ill.

Missing in action—Privates Leroy W. Lamaree, Wabash, Ind.; Paul R. Miller, Winfield, Kas.; Elmer C. Reynolds, Philadelphia. The second list, dated July 23, follows: Killed in action—Sergeant Gerald R. Finnegan, Newark; Corporal William J. Flaherty, St. Louis; Frederick H. Fox, Chicago; Arthur C. Pugh, Fort Smith; Privates Ernest H. Bauer, Mason County, W. Va.; Harold J. Christie, Lansing; Henry E. Bennett, Cincinnati; William Fanning, Newark; James E. Heisel, Indianapolis; Herbert W. Jimerfield, Detroit; Samuel S. Jones, Knoxville; Harry Flynn, St. Francis, Kas.; Joe W. Ligon, Loving, Tex.; Raymond W. Lambert, North Tonawanda, N. Y.; Douglas G. Marsh, 340 South Fifth, West Missoula, Mont.; Everett L. Nelson, Bird City, Kas.; Edward L. Winiacki, Chicago.

Died of wounds received in action—Private Howard Blair, Jackson, Mich. Wounded in action (severely)—Sergeants Rodney M. Long, Natural Bridge, Ala.; Grover C. Conrad, Lexington, N. C.; Irwin Danford, Quaker City, Ohio; Thomas J. McNally, Seranton, Pa.; Corporals Joseph Aschendrener, Pittsburg; Frank Solensky, Passaic; Privates Thomas

ITALIANS PRAISE AMERICA'S WAR PREPARATIONS

WASHINGTON, July 25.—Italian writers who have visited the American army in France are deeply impressed, not only by the spirit of the Army in France, not only by the spirit of the soldiers themselves, but the gigantic preparations that have been made for their transport and supply. American terminals have been built at Mediterranean as well as at Atlantic ports of France and are constantly being enlarged.

The Americans are hailed as "crusaders for the Holy war," in an article published in the Il Secolo XIX, of Genoa and written by a correspondent of the Giornale D'Italia of Rome. The article as translated and made public today by the state department says:

"The American intervention is not a formula, a hope, a promise; it is a reality, in all its forms. The organization for transports and receiving the great army is already complete for the actual needs and is being completed for those of the future. The building of maritime bases, of railways, immense stores of arms, food, munitions, coal, medicines, petrol, etc., are in some cases finished and in others nearing completion; the organization is gradually broadening out; from the ocean it has today passed to the Mediterranean to the south of France and along the coast other works are being begun.

"Summing up in a few words my impressions I would say: I did not believe that the Americans could have done so much, but after having seen it I am able to believe that they will do much more and will obtain their aims."

"I would describe, the American army as a revealing phenomenon. The speeches, the thoughts of the officers and soldiers are surprising; it is not simply an army which goes into line, not merely soldiers who make ready to fight; it is a people in arms which lands from across the ocean; sure of its own thought, confident of its own deeds, like a knight in helmet and breast plate approaching to study the magic of an enchanted island.

"They believe! They come with the psychology of the crusaders, consciousness of a great task, dedicated to accomplish it to avenge wrongs, and right them. The French cry aloud, 'Oh, the Boches, we shall have them! The Americans repeat quietly: 'We will destroy them.' And they do not raise their voices. They believe; they have compassion—faith. For them it is a question of time. This persuasion is nourished by the faith which they have in their own country; it is a pride; they feel that they are a great people, in its great hour; they are sure of having all the gold, meats, leaders, raw materials, organizers."

LONDON, July 25.—Lieutenant Commander A. C. Carpenter, of the American destroyer Fanning received the distinguished service order from King George at a private investiture at Buckingham palace today. The Fanning in the lieutenant commander's charge, has been prominent in the anti-submarine operations.

C. Barwick, Quartzite, Ariz.; Benjamin W. Bore, New Decatur, Ala.; William H. Campbell, Romeok Rapids, N. C.; Ralph C. Charles, Winstead Salem, N. C.; Walter Danker, Chicago; Albert B. Drury, Stillwell, S. D.; Farris J. Forrester, Rising Swan, Ga.; George C. Haele, Philadelphia; Monroe S. Hatfield, Arkansas City; George Henshaw, Los Angeles; Burton H. Henshaw, Wellston, Mo.; Roshen A. Jones, Birmingham; John W. Kavanagh, Chicago; Eric M. Kitchin, Birmingham; Theodore Lending, St. Louis; James M. Park, Worthington Springs, Fla.; D. Sampson, Shelbyville, Ky.; John C. Wicker, Millboro, S. D.

Severely wounded in action—Lieutenant Lawrence T. Stilling, Atlanta; Hal N. Potter, Rockford, Ill.

U-BORT DESTROYER DECORATED BY KING

WASHINGTON, July 25.—The marine corps casualty list today shows: Killed in action 20; died of wounds, three; wounded severely, 38; missing, three; total, 64. The list includes Private Douglas G. March, 340 South Fifth street, West Missoula, Mont., killed in action. The casualties were in two lists. The first, dated July 23, follows: Killed in action—Corporal Francis E. Williams, Alliance, Ohio; Privates Raymond J. Cahill, Manayunk, Pa.; Howard W. Kahler, South Williamsport, Pa.

Died of wounds received in action—Privates Harry E. Clausen, Chicago; William Irwin, Oakland, Cal. Wounded in action (severely)—Privates Arthur R. Arsen, Woodstock, Ill.; Archie M. Benson, Chicago; James W. Kaiser, East Liverpool, Ohio; Sidney Mcintosh, Council Bluffs, Iowa; John A. McWilliams, Chicago; Sylvester J. Nugent, Covington, Ky.; Joseph G. Regis, Georo, Ill.; Theodore R. Ritenour, Chicago; John H. Strain, San Gabriel, Cal.; Charles E. Warren, Muskogee; Floyd L. Yockey, Decatur, Ill.

Missing in action—Privates Leroy W. Lamaree, Wabash, Ind.; Paul R. Miller, Winfield, Kas.; Elmer C. Reynolds, Philadelphia. The second list, dated July 23, follows: Killed in action—Sergeant Gerald R. Finnegan, Newark; Corporal William J. Flaherty, St. Louis; Frederick H. Fox, Chicago; Arthur C. Pugh, Fort Smith; Privates Ernest H. Bauer, Mason County, W. Va.; Harold J. Christie, Lansing; Henry E. Bennett, Cincinnati; William Fanning, Newark; James E. Heisel, Indianapolis; Herbert W. Jimerfield, Detroit; Samuel S. Jones, Knoxville; Harry Flynn, St. Francis, Kas.; Joe W. Ligon, Loving, Tex.; Raymond W. Lambert, North Tonawanda, N. Y.; Douglas G. Marsh, 340 South Fifth, West Missoula, Mont.; Everett L. Nelson, Bird City, Kas.; Edward L. Winiacki, Chicago.

Died of wounds received in action—Private Howard Blair, Jackson, Mich. Wounded in action (severely)—Sergeants Rodney M. Long, Natural Bridge, Ala.; Grover C. Conrad, Lexington, N. C.; Irwin Danford, Quaker City, Ohio; Thomas J. McNally, Seranton, Pa.; Corporals Joseph Aschendrener, Pittsburg; Frank Solensky, Passaic; Privates Thomas

AIN'T IT A GRAND AND GLORIOUS FEELING

To know that you can depend on a good friend to help you through any difficulty?

PERFECTION Asbestos Protected Tires afford you that same contented feeling of security. You get to know that you can depend on them no matter how difficult the road conditions are.

When you can hold the tread rubber to the fabric carcass of a tire long enough to allow it to wear out on the road you get satisfactory service.

Because of the use of an Asbestos Breaker Strip and an outer ply of Asbestos Fabric, PERFECTION TIRES give that service.

Auto-Tire Distributing Company Opposite Rialto Theater. E. C. Jerome, Salesmanager. Free repair service to Perfection users.

SWIM CAPS Is the new name applied to the RUBBER BATHING CAPS Sold exclusively by the Rexall Stores. In a large range of designs and color combinations to match any costume. Individuality and Character is what you desire in a "Swim Cap" and here is where you can obtain it. The Rexall Store West Side Pharmacy

PASTEURIZED MILK Is not a new thing in Medford. We have been pasteurizing our milk and cream for some time. This system makes the keeping qualities much better and removes the danger of disease by killing the bacteria. We established a milk depot at 601 North Grape sometime ago where everything is strictly sanitary and we not only invite but would be delighted to have all our customers and the public generally visit this depot. Prompt delivery to any part of the city. SNIDER'S DAIRY PHONE 755 R "THERE'S A REASON"