

# WOODEN SHIPS PROVE SUCCESS TO GOVERNMENT

101 Completed and Turned Over to Operating Division, 94 of Which Are in Active Service—Prove Seaworthy, Making Trips Across Both Pacific and Atlantic Oceans.

WASHINGTON, Jan. 21.—The resignation of James Ormerod Heyworth, of Chicago, manager of the wood ship division, United States shipping board, Emergency Fleet corporation, is announced. Mr. Heyworth withdrew from the service of the corporation for the reason that he is no longer able to disregard the demands of his private business as engineering contractor.

Before relinquishing his post Mr. Heyworth issued the following statement. In this work of the wood ship division is for the first time described by the retiring head of that important organization. The statement follows:

**101 Wood Ships Built**

"Wooden ships to the number of 101 have been completed up to December 31st, and have been turned over to the operating division of the United States shipping board. Of these, 94 are in active service, carrying cargo or moving in ballast from one port to another, and facts are now at hand concerning the movement of 85 of these vessels. They have made in all 305 voyages, covering a total of 490,422 statute miles. The record shows that 194 of these voyages were with cargo, representing a freight movement of approximately 485,000 tons, a total mileage of 391,082 statute miles.

"They traveled from San Francisco to Manila, a distance of 8560 miles from west coast ports to Africa and Antofagasta, Chile, a maximum distance of 6300 miles; from Antofagasta to gulf and Atlantic ports, a maximum distance of 4500 miles; from gulf ports to north Atlantic ports; from middle Atlantic ports to Halifax, Bermuda and the Virgin Islands; from middle Atlantic ports to New England; from San Francisco to Honolulu; from San Francisco to Portland, Seattle. They have performed a particularly valuable service in runs between San Francisco, Seattle and Honolulu, carrying, outward bound, a full cargo of coal, and, homeward bound, a cargo of sugar, pineapples or canned goods.

**Miscellaneous Cargoes**

"Flour, canned goods, Red Cross supplies and general cargo have been carried from the west coast to New York for trans-shipment to the war zone for use by our armed forces, or for the relief of the distressed peoples of Europe. The vessels of the wooden fleet have carried cement to Chile, and have returned with that essential war and agricultural necessity, nitrates. Wooden vessels have carried sulphur from Texas, coal to New England and to our naval forces. They have carried raw sugar from the cane fields of Honolulu to the refineries in San Francisco. This movement of cargo has been accomplished with substantially no loss to the shippers. It has been demonstrated that the vessels of the wooden fleet have rendered valuable service in both coastwise and trans-oceanic runs.

**Wood Ship Construction**

"It is true that expectations of wood ship construction were not met, and that the hopes of the proponents of wooden ships as to speed of construction were overly sanguine, nevertheless measured by performance which includes vessels under way as well as vessels delivered, the entire wood ship building program has shown an efficiency of over 72 1/2 per cent. Many causes contributed to these disappointments, but the fact remains that had the war continued the wooden ships would have constituted a vital and an essential part of our coastwise or overseas transportation system. It was not intended that they should be put into war-zone service, excepting war extreme emergency, but they served their purpose by releasing from essential trades in the Pacific, in the West Indies and South America, vessels that could meet the speed and carrying requirements that war zone conditions imposed.

**Reason of Opposition**

"Such opposition as has arisen among operating shippers to the wood ships is based not so much upon the material of which it is constructed as it is upon its size, and consequently, small carrying capacity. Too much space must be given up to coal when these vessels are used on long journeys, and they are, therefore, unsuitable in a competitive market for such trades, however, by the use of fuel oil, instead of coal, the steaming radius and efficiency of these vessels can be greatly increased and plans to this end are now being worked out. But for the shorter runs or coastwise traffic, for service in the Mediterranean and the Baltic, wooden ships should continue to serve a useful and profitable purpose as long as a ship shortage, growing out of the ravages of the submarine, continues.

"The Emergency Fleet corporation thru Mr. James O. Heyworth, manager of the wood ship construction

## Agricultural Products Shipped To and From Valley Points

Agricultural products shipped, in car lots, into and out of Rogue River points, as shown by Southern Pacific shipping records.

Article—	1913.		1914.		1915.		1916.		1917.		1918.		Total.	
	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.	In.	Out.
Apples	—	643	—	202	—	219	—	260	—	392	—	110	—	1826
Apple juice canned	—	—	—	—	—	5	—	3	—	2	—	—	—	10
Canned goods	3	3	4	—	3	—	9	5	14	4	15	19	41	14
Cider	—	—	—	—	6	—	—	4	—	3	—	—	—	14
Flour and feed	403	—	463	—	413	—	126	92	—	79	16	1450	142	24
Fruit and vegetables	13	10	32	7	37	12	11	34	35	9	26	3	154	75
Grain	40	—	74	—	34	1	37	2	15	2	5	19	205	24
Grapes	—	—	—	—	10	—	—	—	—	—	—	—	—	10
Hay	22	44	54	12	107	—	90	—	56	—	4	30	333	86
Potatoes	2	6	37	20	103	—	37	—	61	—	33	1	293	27
Peaches	—	—	—	—	17	—	—	—	12	—	—	—	50	50
Pears	—	—	—	148	—	219	—	370	—	536	—	—	2265	—
Prunes	—	—	—	—	4	—	—	—	—	—	—	—	34	—
Cattle	41	54	18	93	19	146	5	90	3	84	4	76	90	543
Hogs	—	—	—	63	3	75	3	70	5	50	—	15	11	293
Sheep	4	4	3	22	—	75	2	60	2	51	—	42	11	254
Goats	—	—	—	—	3	1	—	—	—	—	—	—	6	1
Horses	—	—	—	—	—	6	—	—	—	—	—	—	2	9
Mules	—	—	—	—	—	1	—	—	—	—	—	—	—	1
Total	531	1248	705	570	722	797	185	1032	274	1160	155	898	2572	2705

division, has a wealth of evidence at hand concerning the staunchness and sea-worthiness of these vessels; evidence that is sufficient in volume and character to emphatically disprove any rumors of general failure of this type of ship."

### PEACE ENVOYS BUSY.

(Continued from page one.)

largely prevent serious exports from neutral countries to adjacent enemy countries.

This problem, however, is complicated by the question of possible competition between neutrals and the handicapped entente belligerents before the latter are completely restored to their ante bellum efficiency.

PARIS, Jan. 1.—(By the Associated Press.)—The peace conference now has the Russian situation under continued examination, while plans for the League of Nations are being fast brought into shape and were expected to be taken under general discussion for the first time when the supreme council of the conference reassembled today. The latest information available was that all the associated governments were unprepared for presentation of their memorandum on the Russian situation.

President Wilson had in hand this morning the memoranda on the subject prepared by the American mission.

The council was ready to hear when it assembled today the statement on the Russian situation which Harold Scavenius, Danish minister to Russia, was prepared to make. His views on conditions in Russia followed those presented yesterday by M. Nourens, French ambassador to Russia.

**Urging Omsk Regime**

M. Sasanoff, former secretary of the Russian duma, has been in conference with some members of the American delegation, urging the admission to the conference of delegates from the Omsk government in Russia, which he represents.

In the general informal discussion outside the peace conference the two considerations given first place are believed to be whether to attempt to establish a quarantine around Bolshevik Russia through giving assistance in the setting up of governments in the independent states surrounding the Maximalist territory, or whether to attempt to relieve conditions in European Russia, which relief many statesmen believe would remove the cause of Bolshevism. The third consideration is the question of extending armed aid to the forces within Russia which are openly fighting Bolshevism in the field.

**Armed Aid Unlikely**

Of all the courses suggested it would appear that the last mentioned is the least favored, certainly by the United States, and it seems also that the first named is attracting much support. The recent agreement of the factions in Poland is looked upon by some observers as a step in this direction, the assumption being that it was taken in the belief by Poland that the associated governments might consider the sending of some armed forces in the plan for building a wall around Russian Bolshevism so as to cut it off from western Europe.


The food situation in Germany also is being kept under close scrutiny in the same connection. The latest reports available support the view of Herbert C. Hoover that in the Rhineland there are food reserves sufficient to last the people until March, but that the supplies in other parts of the country are smaller.

### ACHES AND PAINS QUICKLY RELIEVED

You'll find Sloan's Liniment softens the severe rheumatic ache

Put it on freely. Don't rub it in. Just let it penetrate naturally. What a sense of soothing relief soon follows!

External aches, stiffness, soreness, cramped muscles, strained sinews, back "cricks"—those ailments can't fight off the relieving qualities of Sloan's Liniment. Clean, convenient, economical. Ask any druggist for it.



**Sloan's Liniment Kills Pain**

Prices 30c, 60c and \$1.20.

### SHIPYARDS AT SEATTLE HAVE CEASED WORK

(Continued from page one.)

plant was standing at the main gate when the men filed out. He smiled and waved his hand at some of the strikers who good naturedly bade him good bye. He made no comment regarding the action of the men.

### Anacortes Strike

ANACORTES, Wash., Jan. 21.—About 300 metal workers employed by the Anacortes Shipbuilding company on Guemes Island walked out this morning at 10 o'clock.

Engineers, firemen, blacksmiths, blacksmiths' helpers, fitters and fasteners' unions were affected. The carpenters and other unions did not strike today but waited instructions from the Seattle council.

It was stated here that the strike today probably would close the shipyard, which has six uncompleted wooden vessels under construction.

About 650 men are employed at the yard.

### No Portland Strike

PORTLAND, Ore., Jan. 21.—No strike has been called in Portland shipyards and there has been no talk of calling one, according to H. V. Shaw, secretary of the Pacific Coast Metal Trades here. The employees are working under protest and will continue to do so until the conference called for February 17, he declared.

At a recent conference here, local shipyard workers repudiated the ruling of the Macy board and declared they would continue to work under their former agreement pending satisfactory settlement of their claims.

### Not Out at Aberdeen

ABERDEEN, Wash., Jan. 21.—The predicted extension of the metal workers' strike in the shipyards of Aberdeen and Hoquiam failed to materialize this morning, the carpenters and joiners remaining at work and declining to walk out in accordance with the decision of the Central Labor council, which at a meeting Sunday, called for a general strike in the yards today. As a result, the yards here continue in operation, and expect to continue to operate. The action of the carpenters and wood workers followed a meeting held last night. A general meeting of the carpenters, it is reported here, is being held in Tacoma today, at which the attitude of the wood working crafts toward the strike is to be determined.

### Elks Notice

You are requested to attend the funeral services of our late brother, Chas. L. Schieffelin, at the Catholic church, 9:30 a. m., Wednesday, January 22nd. By order of exalted ruler, J. J. BUCHTER.

### Stores to Close

The business houses and offices of Medford are requested to close tomorrow from 9:30 to 10:30 a. m. during the funeral of C. L. Schieffelin. C. H. BUTTERFIELD, Pres. Businessmen's Ass'n.

### FIVE BROTHERS IN SERVICE STRINGING HOME ONE BY ONE

One by one the five Leonard brothers are beginning to string homeward from war service and Mr. and Mrs. Samuel L. Leonard soon will not have to keep up a war map in order to keep track of their various warrior sons' whereabouts while retaining a watchful eye on the three sons remaining at home and just pining to get into the service of their country. The money saved in postage stamps when the soldiers get home will be more than offset by the necessity of larger porterhouse steaks and otherwise killing the fatted calf.

Sergeant Paul Leonard of Battery A, 56th coast artillery not only wired his parents of his arrival in New York from France last Saturday but also the information that Corporal Morris Leonard of the 65th artillery, would arrive in New York in a few days.

To offset this welcome news Mr. and Mrs. Leonard are worrying about their son Guy, who is in the intelligence service of the army, and who has been very low with an attack of the flu followed by double pneumonia in the military hospital at the Presidio, San Francisco. His condition was reported as better today.

The parents have also received word from George Leonard who is in the Merchant Marine service, that he has just arrived at San Francisco from Honolulu. No word has been yet received from Corporal Mark Leonard of the 48th artillery as to when he will be home from France, but he is expected to sail soon.

Sergeant Paul Leonard arrived in New York on the warship South Dakota, which had such a stormy and rough passage across the Atlantic. Corporal Morris Leonard was about to be promoted a lieutenant in the aviation service when the armistice was declared. He was warmly recommended by the commanding officer of his company for this promotion because of his "activity, general soldierly qualities, possession of initiative to a marked degree and expert knowledge of gas engines."

### I. C. C. TO IGNORE DIRECTOR GENERAL

WASHINGTON, Jan. 21.—Railroad administration officials said today that rate questions generally were in nowise affected by the decision of the interstate commerce commission yesterday ordering revision of lumber tariffs from Eureka, Calif., and other points eastward and reasserting the commission's right to upset rates prescribed by the director general.

The opinion, written by Commissioner Aitchison, recognized the signing of the armistice as ending the war and marking the passing of the necessity of taking war conditions under consideration in the making of rates.

### French Army's Tremendous Loss

3,000,000 soldiers of France, about one-half her entire army, have been killed or seriously wounded, according to Andre Tardieu, French high commissioner to the United States. This enormous sacrifice for liberty is larger than that of any other country. America owes France a huge debt of gratitude, not only for this, but also for the discovery by her peasants of a perfect remedy for stomach, liver and intestinal ailments which is reported to have alleviated incalculable suffering, prevented many surgical operations and saved thousands of lives the world over. Geo. H. Mayr, for many years leading Chicago chemist, imports the ingredients and sells this remedy in America under the name of Mayr's Wonderful Remedy. It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. For sale by druggists everywhere. Adv.

### FIRST OPPORTUNITY TO HEAR AMERICAN DESCRIBE ARGONNE

Colonel E. E. Kelly, who will lecture at the Pace theater tomorrow evening upon the war, for the benefit of the local Red Cross was in the advance zone continuously for more than one year. In the early stages of the A. E. F. he was chief signal officer of that section on the staff of the commanding general and was responsible for the organization of the signal corps plant in that zone. He had an excellent opportunity to observe conditions in France and the work of the American forces in particular.

When the American First army was assigned to the Argonne front, he went there as chief signal officer of the Blue Ridge division and remained with them throughout that campaign, which closed with the signing of the armistice.

Colonel Kelly arrived last week direct from France and his speech is the first opportunity Medford has had to hear an American officer, who has been through the war, relate his experiences and tell the story of the fighting in the Argonne and the methods utilized by the Yanks in combating the Hun.

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### TYPEWRITERS

Woodstock--new, \$75.00  
L. C. Smith-2nd hand \$38.00

TERMS

### Medford Book Store

Medford Book Store

### C. L. SCHIEFFELIN DEAD AS RESULT OF LONG ILLNESS

Chas. L. Schieffelin, prominent merchant, widely known business man and progressive citizen, died at home, 503 South Oakdale avenue, Jan. 20, from the effects of influenza, in the 57th year of his life, after an illness of two months duration.

Charles L. Schieffelin was born in Jackson county on the banks of Rogue river, on the Schieffelin donation claim opposite Woodville, now Rogue River, April 26, 1862. When he was eighteen years of age he went to Los Angeles where his business career began and since which time he has been engaged in various successful business activities in that city, Chicago, Portland and vicinity. He came to Medford eight years ago and has been one of Medford's most substantial business men ever since. He had great faith in the future of Medford and was prominently identified with all civic movements for the upbuilding of the community.

Oct. 8, 1897, he was married in Los Angeles to Mrs. Rose G. Adams, who survives him. He is also survived by one sister, Mrs. Elizabeth J. Guirado of Pasadena, Cal., two brothers, Effingham L. Schieffelin of Aloha, Cal., and Jay Schieffelin of La Canada. His father was one of the early pioneers of Jackson county and fought in the Indian wars.

In the death of Mr. Schieffelin Medford has lost one of her best citizens, one whose life of simple integrity and devotion to duty, has left a deep impression upon his associates. He was received into the Catholic church Monday morning and services will be conducted at Church of the Nativity, Wednesday morning at 9:30. The remains will be taken to Los Angeles where he will be laid to rest beside his mother at his own request.

He was a member of Medford lodge of Elks No. 1168.

### Starts Tomorrow



Geraldine Farrar in **The Hell Cat**

By Willard Mack  
Directed by Reginald Barker  
It's A Golden Picture

### RIALTO

WHERE EVERYBODY GOES



### Putting Your Tire in Chains

For safety's sake. A necessary precaution in wet or slippery weather. But chains should be properly adjusted to creep with the rotation of the tire—otherwise tread cuts will result.

Our experts will show you how to adjust your chains, — give them the necessary "creep" to prevent cross-chains striking the same spot.

You'll be surprised how much longer your tires will last under this adjustment.

A couple of new FEDERAL casings just now might make your car look like new.

### C. E. GATES AUTO CO.

### Get Rid of That Persistent Cough

Stop that weakening, persistent cough or cold, threatening throat or lung affections, with Eckman's Alternative, the tonic and upbuilder of 25 years' successful use. 50c and \$1.00 bottles from druggists, or from

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Clean your Furnace, Stove or Chimney To get the most heat from your Furnace use ZIP  
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ODOR, TOILET WATER, FACE CREAM AND TALC

From the flower gardens of all the world, from India and France, Guiana and England, the Holy Land and Italy, were gathered the fragrances that go into the making of Jonteel, the New Odor of Twenty-six Flowers.

West Side Pharmacy The Rexall Store

# TRANSFER SALE

In order to meet payments and to settle the affairs of the Treichler-Peirson Co., and to reduce the stock we will make

Big Reduction in Used Cars, Tires, Tubes and Accessories Until February 1st

We have a good stock of used cars that are all big bargains, especially during this sale.

# Treichler Peirson Inc.

## JOIN the National Guard



The State Militia is being transferred into a new National Guard requiring 100 members. The Company in Medford is partially recruited.

**MORE RECRUITS WANTED, Age 18 to 45.**

The Company will maintain open headquarters for returning soldiers and sailors on the order of the Y. M. C. A. at the front.

**Recruiting Headquarters, 32 N. Central**



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