

M'ADOO'S REASONS FOR EXTENSION OF RAILROAD CONTROL

SANTA BARBARA, Cal., Jan. 28.—W. G. McAdoo, former director general of railroads and former secretary of the treasury, made public today a telegram in which he urged five-year government control of the railroads as a necessity for the development of inland waterways and for the coordination of the railroads and waterways with the new American merchant marine.

The telegram, addressed to Albert Krell, chairman of the Miami & Erie Improvement committee of the Cincinnati chamber of commerce, was sent in response to an invitation to attend an inland waterways meeting today at Defiance, Ohio.

The message said: "It seems to me futile to expend great sums of money on the development of our inland waterways unless our government adopts an intelligent policy about railroad control. The future of waterways development is absolutely dependent upon a government control which will enforce the operation of the waterways and the railroads as a coordinated and articulated system which will give the people the benefits of an efficient combination of water and rail facilities. This cannot be accomplished under the present railroad law which provides that the railroad cannot be controlled by the government for a longer period than twenty-one months after the return of peace. Within a 21-month period, no substantial development of existing waterways can be made, nor can their operation in so brief a period afford any adequate test of their values.

"Upon the return of the railroads to private ownership, which must be made within the 21 months period, as the present law provides, the cut-throat competition of the railroads under private control with the partially developed waterways will effectively destroy water transportation as heretofore and the people's investment in these facilities will continue to be of little if any value.

"I have urged the congress to extend the period of federal control of the railroads for five years because that will give us time to develop some of the most important existing water routes, coordinate them with the railroads and prove their worth as a part of a great American transportation system.

"I also feel that the government should control the railroads and the inland waterways for a period of five years so that they may in turn be coordinated with our government merchant marine which has been built at a cost of more than two billion dollars and which under existing law the government controls for a five-year period.

"Unless we look at this great problem with vision and from the standpoint solely of the American people, instead of from the standpoint of the selfish interest of private railroad owners, private steamship owners, private shippers, private investors, or any other single class, we shall not measure up to our obligations to the American people, nor realize the great opportunities and destiny that lie ahead of us.

"The confusion of counsel about the railroad problem, made daily more evident by the great variety of conflicting views and opinions now being presented at the hearing before the interstate commerce committee of the senate at Washington, makes it more and more clear that the course of wisdom, sagacity and prudence is to extend government control of the railroads for five years, that our inland waterways be developed to the largest possible extent during that period, and that these inland waterways and rail facilities be coordinated with our great merchant marine in an endeavor to get for American business enterprise a fair participation in the benefits of world commerce.

AMERICAN ENVOYS TO PARIS CHOSEN

PARIS, Jan. 28.—The American members of the commission created by the peace conference to visit Poland were named today. They are Major General Francis J. Kernan, for the army, and Professor Robert H. Lord, of Harvard University, the American peace commissioner's expert on Russia and Poland.

Worth \$50.00 a Bottle
Wm. Barnes, San Antonio, Tex., writes: "Foley's Honey and Tar is the best cough remedy in the world. It has been worth \$50.00 a bottle to me. I had 'the flu' followed by pneumonia, which left me weak, with a persistent cough. I needed rest and sleep, which I was unable to get. Some one advised Foley's Honey and Tar. I began taking it that very night. Before bed time I noticed relief, and that night had a sound sleep and perfect night's rest, the first since the beginning of the flu. I have completely recovered and do not cough at all. It cost me only \$1.20 to cure that obstinate cough with Foley's Honey and Tar. Let all who read this letter try Foley's." For sale by Medford Pharmacy.

FAMOUS PHRASES BORN OF TENSENESS OF WAR CRISIS

NEW YORK, Jan. 28.—The war has developed many dramatic phrases, slogans, terse epigrams, or laconic statements. Looking back over the perspective of four years of fighting it appears that the majority of these grew out of tense crises in battles, or marked moments when the fate of nations hung in the balance.

Take for example the slogan, "They shall not pass." During the tremendous fighting in front of Verdun when the Germans made their great desperate drive to break through the French battle lines in 1916 this saying passed from lip to lip among the French soldiers gathered there in a long-drawn battle to check the terrific onslaught of the Germans. How it originated is not clear. Some have attributed it to Marshal Joffre, others to Marshal Petain who was in command of the French fighting forces at Verdun. Others believe the saying originated with the men in the ranks. At any event they adopted it and for months while the Germans vainly threw their battalions upon the stubbornly defended forts around the French city, the saying, "They shall not pass" became the watchword at Verdun. And they did not pass.

Pershing's Famous Phrase
To Americans the sentimental utterance of General Pershing when he placed a wreath on the tomb of Lafayette in the Picpus cemetery in Paris conveyed a significance and an inspiration. "Lafayette, we are here," was all he said but to the American as well as to the Frenchman it was better than oratory. It meant to the American, "We are here for business and our business is to fight." It thrilled the hearts of General Pershing's people at home and the modesty of it filled them with a glow of satisfaction.

Another dramatic phrase which stirred the patriotism of the American people was that attributed to an American commander at Chateau Thierry when he responded to the advice of French commanders to retreat by declaring: "The American flag has been compelled to retreat. This is unendurable. We are going to counter-attack." These statements have been attributed to both Major General Robert L. Bullard and to Major General Omar Bundy. But Major General Dickman is said to be the author by returned soldiers. Some observers have regarded this incident as the turning point of the war. From that time the Americans advanced. The victory of Chateau Thierry followed and thereafter the German army retreated.

Vice-Admiral William S. Sims, commanding the American naval forces in European waters was asked when the first American warships arrived in England early in May, 1917, "When will you be ready for business?" He replied, "We can start at once. We made our preparations on the way over."

Whittlesay's Reply
The retort of Major Charles Whittlesay, commander of the "lost battalion" of the American army in the Argonne Forest when the Germans surrounded his isolated command and their commander demanded its surrender was one of the war's historic phrases. "Go to hell," he replied.

The first great battle of the war, the battle that stopped the Germans at the Marne elicited from the lips of Marshal Joffre the historic words: "The hour has come to advance at all costs; to die where you stand rather than to give way."

General, afterward Marshal Petain inspired his weary troops at Verdun by an order of the day concluding with the words: "Courage, we will get them."

PROPOSE REFORMS MEXICAN LAWS

MEXICO CITY, Jan. 28.—Proposed constitutional reforms, some of them adding to the powers of the chief executive, are among the most important matters before the Mexican congress. The formation of a national bank of Mexico, to be the center of a new currency system and take over the old banks of emission also is being discussed by the council of ministers and may be sent to the legislature for decision.

Among the constitutional reforms to be decided is a project to revise article 27 of the constitution in such a way as will give the president authority to take over and administer, in the national interests, any private industry when strikes or any other means result in the interruption of its service to the detriment of the public interest. The proposed reform is directed principally at wire, rail, postal and maritime systems.

Other proposed laws to define article 17 now before congress include the nationalization of oil lands, a matter that has been of vital interest to foreign corporations as a result of presidential decrees issued in July and August, 1918, embodying the same aims.

PLENTY OF FOOD NO TRANSPORTATION RUSSIAN TROUBLE

LONDON, Jan. 28.—Demoralized transportation, not lack of food, is responsible for the famine conditions in Russian cities and towns, according to Leslie Crumhart, a capitalist with large metallurgical and mining interests in Siberia. Mr. Crumhart, who recently returned from Russia, has been appointed by the British government to assist in the revival of Siberia's economic life.

Considering the depreciation of the ruble, he told a representative of the Associated Press, food prices in Siberia are practically normal. In western Siberia, he said there is so much food on hand that a considerable surplus could be sent into other parts of Russia, and the same applies, he understood, to southeastern Russia and to the Ukraine.

No Shortage of Food
"Broadly speaking, it can be said that in the country as a whole there is no shortage of food, and although the large towns of north and central Russia are starving there is plenty of food in the villages. The difficulty of transport, due to the disorganization of the railways, the industrial strikes and risings which brought about the flooding of the Donetz coal mines and the decrease in the supply of fuel to less than 25 per cent of normal production, civil war in the country and economic chaos generally, are all reasons for the state bordering on famine in the towns.

"Ekibastous, the greatest wheat producing province in Siberia, with large stocks of wheat lying less than 100 miles away, is living from hand to mouth, while it is practically impossible to transport the wheat for lack of strap iron to make tires for wagon wheels."

"The continual increase of wages in the industrial and manufacturing towns has raised cost of iron, steel, clothing, boots and other essentials of everything indeed that the peasant wears and uses—and the peasant represents 85 per cent of the population of the country—to 20 and even 50 times their normal value. The town workers, 15 per cent of the population, however, would not permit the soviet government to raise the maximum prices fixed for food. This one-sided legislation not unreasonably incensed the peasant. While he had to pay 20 to 50 times the normal price for all essential commodities produced by the industrial workers in the towns, he received only about double the normal pre-war price for the produce of his own labor.

Peasants Hoarding
"Therefore, the peasant sits tight on his grain. He refuses to sell wheat to the Bolsheviks at the requisition price of one and a half cents a pound when he can sell it at 96 cents a pound or even more. When it can be got, bread today in Petrograd or Moscow is 16 rubles or more a pound. The peasant is willing to barter his food for cloth, steel, textiles and other necessities, but the industrial workers have ruined industry. Nothing is being produced, there is nothing to barter with. The peasants have large accumulations of unused money, but this is of no value for they can buy nothing with it. Meanwhile the peasants are hoarding their produce.

"In a sense then the peasant is master of the situation. He has the food, the townspeople have not. The Bolsheviks have tried with varying success to take wheat and other products by force to feed the proletariat of the towns, but neither the Germans in the Ukraine, as they have found to their cost, nor the workmen in the towns can get food from the

BOLSHEVIKI SAY ALLIES ADVERSARIES OR ARBITRATORS

PARIS, Jan. 28.—Further light on the Bolshevik attitude toward the invitation of the allied and associated powers for a conference with the Russian factions at Princess Islands is given by an article in the Bolshevik official newspaper Izvestia, of January 26. The correspondent of Le Journal at Berne telegraphs a quotation from this article much more moderate in tone than was the recent note on the subject sent by M. Tchitcherin, the Russian foreign minister, to M. Vorovsky, the Bolshevik emissary at Stockholm.

The Izvestia article, which was signed by M. Neldor, lays stress on the indirect character of the invitation, noting that it bore neither address or signature. The writer declares that allies must choose between the role of adversaries of the new Russia and that of arbitrators. If they desire to prove their fitness to act as arbitrators, he insists, they must completely evacuate Russia. Then their initiative, he adds, may be taken seriously.

TWO BIG TRANSPORTS DUE ON SATURDAY

WASHINGTON, Jan. 28.—Two big transports, the Adriatic and Sibony, are due at New York Saturday with about 6,000 men aboard.

The Adriatic brings units of the 83rd division (Ohio and West Virginia) also 89 officer casualties and about 400 sick, wounded and enlisted casualties, in all about 3,000 men. The Sibony has aboard the 45th regiment coast artillery complete; the complete 399th ammunition train, 84th division (Indiana and Kentucky) and the headquarters and batteries C and D, 339th field artillery of the 85th division (Michigan and Wisconsin) bound for Camp Dodge. The ship also carries a total of more than 3,000 men.

SPARTACANS TAKE WILHELMSHAVEN

COPENHAGEN, Jan. 28.—Spartan forces have overthrown the government in Wilhelmshaven, Germany and occupied the banks and public buildings. They have ordered the court martial of their opponents. Railway traffic to and from Wilhelmshaven has been stopped.

TODAY'S CASUALTIES

Wounded severely—Private Vincent Jellinek, Malin, Ore.
Previously reported missing in action, now reported severely wounded—Private Lile Daily, Portland, Ore.
Returned to duty, previously reported missing—Private Asa G. Kramant, Garibaldi, Ore.; Private Nick Selaventis, Marshfield, Ore.
Wounded slightly—Private Elmer H. Purcell, Portland, Ore.

Russian peasant if he does not choose to let them have it."

ALLIED OPERATION SIBERIAN RAILROAD MEETS APPROVAL

OMSK, Wednesday, Jan. 15.—(By the Associated Press.)—The trans-Siberian railroad is now 80,000,000 rubles a month, according to Ivan Mikhailoff, minister of finance of the Russian government here, in discussing the government's program for financial rehabilitation with the Associated Press today.

M. Mikhailoff, who is but 29 years old, strongly supported the government's decision to accept the allied proposal for the management of the Trans-Siberian railway. He said that Russia would furnish money to meet the running expenses but plans of re-organization will entail purchase abroad of a large amount of material. For this purpose Russia, he said, would require a loan from allied nations.

M. Mikhailoff declared the Bolsheviks had carried off several million rubles from Siberian banks, but added that the present government has 250,000,000 rubles in bank notes and 5,000,000,000 rubles in gold and specie, as a basis for national reconstruction. He said that the monthly expenditures jumped from 157,000,000 rubles in August to 400,000,000 in December. The budget for 1919 calls for 600,000,000 rubles. He said that one hundred million rubles would be appropriated for reconstruction work.

In addition, assistance will be accorded private industries, he declared, in the effort to build up the country. Refuting the statement that residents are not paying taxes on their land, he showed that receipts

Daily Health Talks

What is the Cause of Backache?
BY DOCTOR CORNELL.

Backache is perhaps the most common ailment from which women suffer. Rarely do you find anybody free from it. Sometimes the cause is obscure, but Dr. Pierce, of Buffalo, N. Y., a high medical authority, says the cause is very often a form of catarrh that settles in the delicate membranes of the feminine organs. When these organs are inflamed, the first symptom is backache, accompanied by bearing-down sensations, weakness, unhealthy discharges, irregularity, painful periods, irritation, headache and a general run-down condition. Any woman in this condition is to be pitied, but pity does not cure. The trouble calls for Dr. Pierce's Favorite Prescription, which is a separate and distinct medicine for women. It is made of roots and herbs put up without alcohol or opiate of any kind, for Dr. Pierce uses nothing else in his prescription. Favorite Prescription is a natural remedy for women, for the vegetable growths of which it is made seem to have been intended by Nature for that very purpose. Thousands of girls and women, young and old, have taken it, and thousands have written grateful letters to Dr. Pierce saying it made them well. In taking Favorite Prescription, it is reassuring to know that it goes straight to the cause of the trouble. There is but one way to overcome sickness, and that is to overcome the cause. That is precisely what Favorite Prescription is intended to do.

Send 10c for trial pkg. of Tablets. Address Invalids' Hotel, Buffalo, N. Y.
Constipated women, as well as men, are advised by Dr. Pierce to take his Pleasant Pellets. They are just splendid for constiveness. Adv.

from this source had mounted from 78,000 rubles in July to 3,500,000 in December.
"These increases," he said, "are an indication of the regeneration of Russia and of the people's confidence in the stability of the government."

MISS MARGARET WILSON ARRIVES IN BRUSSELS

BRUSSELS, Jan. 28.—Miss Margaret Wilson, daughter of President Wilson, arrived in Brussels Monday afternoon. She is a guest at the American legation.

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