

WITHDRAW WAR SAVINGS STAMPS JANUARY FIRST

Beginning with January 1st the postoffice department will discontinue the sale of the \$5 war savings stamps and the 25 cent thrift stamps, and in their place the postoffice and U. S. treasury departments will offer to the public the new issue of \$25, \$100 and \$1,000 treasury savings certificates which are a form of President Harding's peace time savings program.

The above order was received by Postmaster W. J. Warner today. Your last chance to buy \$5 war savings stamps and 25 cent thrift stamps will end December 31st. The local postoffice has already an initial supply of the treasury savings certificates, which will be placed on sale at once.

These certificates draw interest at 4 1/2 per cent, compounded semi-annually if held to maturity, and can be cashed before maturity, on short notice through banks and the postoffice. They are registered in owner's name and are backed by the government. Under recently enacted legislation individuals or organizations may now each hold up to \$5,000, maturity value, of these certificates. Both principal and interest of the certificates are exempt from all taxation, except estate or inheritance taxes, federal income and excess profits and war profits taxes.

Certificates costing \$29 each mature at \$25 five years from the date purchased. Certificates costing \$89 each mature at \$100, five years from date purchased, and certificates costing \$890 each mature at \$1,000 five years from date purchased. The \$25 certificate bears the portrait of ex-President Theodore Roosevelt.

ELECTION TUESDAY, MEDFORD LEGION

The annual election of officers of Medford Post No. 11, of the American Legion will be held tomorrow night, and it is hoped that a good turnout of the members will be present. Besides the election several matters of importance to every member will be considered. That there is keen rivalry for each of the offices to be voted on is evidenced by the fact that there are two or more candidates for each of the offices, and it is hoped that the members will be out on masse and select officers who will work for the best interests of the post.

CHINESE CABINET FALLS, DR. W. W. YEN PREMIER

WASHINGTON, Dec. 19.—(By Associated Press.) The Chinese cabinet today received official notification that the Peking cabinet had resigned and that Dr. W. W. Yen, minister of foreign affairs of the retiring cabinet, remains as acting premier. The delegation said that China's foreign policy will remain unchanged.

CHRISTMAS RUSH AT MEDFORD P. O. NOW AT HEIGHT

Christmas week opened in Medford with a big rush of patrons to the postoffice today with parcels for mailing, which began in the morning and was expected to continue until the office closed late today, and with the receipt of hundreds of packages from all over the United States and even from distant countries. This was the biggest day of the Christmas season for the local postoffice in receiving and sending out packages. The American Railway Express company also did a rushing business in delivering, and receiving of parcels for outside points.

"This is going to be an old bear cat of a Christmas," said Postmaster Warner this morning as he pointed to myriads of packages scattered over the floor of the receiving department of the postoffice, ready for the carriers to deliver, and most of which arrived on the Sunday trains. On train No. 13 alone 73 sacks of parcel mail arrived Sunday. Today's trains were also heavily loaded with Christmas mail.

All eastern mail arrives by way of Portland for Oregon and northern California, and as usual the Southern Pacific is running an extra train consisting of six or seven baggage cars for Christmas packages only to take care of the rush, between Portland and San Francisco. This train which is operated as the second section of train 13 reaches Medford between 12 noon and 1 p. m. It was put on Sunday and will be operated until December 25.

One hundred and fifty sacks of parcel mail will be sent out of Medford on tonight's trains, according to Postmaster Warner's estimate of this forenoon.

GOETHALS WILLING TO REPORT ON COLUMBIA

OLYMPIA, Wash., Dec. 19.—Major General George W. Goethals has signified a willingness to make a study and report on the feasibility of the Columbia basin irrigation project, according to telephone information to the department of conservation and development here today from Director D. A. Scott, who is now in Spokane. Director Scott has been in negotiation with General Goethals for several weeks. It is understood, but the details of the arrangement have not been completed.

NEGRO CRUSHED TO DEATH MEMPHIS BALL PARK

MEMPHIS, Tenn., Dec. 19.—One negro workman was crushed to death, several were reported seriously injured and others slightly injured when a cut being made in Bruahwood baseball park collapsed.

LEGISLATURE CONVENES

(Continued from page one.) with the general primary nominating election on May 19, 1922. By so doing the great burden of expense would be eliminated through the use of the primary election machinery in connection with such special election. I turn to a matter I deem of paramount importance to the welfare of the state. That is the necessity for additional legislation to preserve our highways from destruction. The

weight of loads and speed of motor trucks have been giving grave concern to every person who has been interested in the highway situation. Not alone is this a matter of gravity as it affects our hard-surface highways, important as it may be in that connection. But throughout the state lighter types of surfaces, such as macadam and gravel, are being damaged almost irreparably by heavy motor trucks passing over them. Frequently these lighter surfaces are constructed by small road districts which expend the limit, or near the limit, of their taxing power to construct lateral and market roads and occasionally they see such roads wrecked by no more than one or two trucks. I may add that in my mind these lateral and market roads are of most vital importance—the very arteries that carry the life's blood to our state.

I respectfully call your attention that the saving of one mile of highway would more than cover the expense of this session of the legislature. We are spending millions for roads. We must take proper precautions to protect them from early destruction. To have awaited another regular session before considering this matter might have meant many hundreds of thousands of dollars in destruction otherwise preventable.

Involved in the problems confronting us is the matter of restricting weights and speeds of trucks without ruthlessly interfering with or destroying agricultural and industrial enterprise.

Primarily, the roads are made for handling the products of our people. Essentially and fundamentally these are the farmers' roads, over which they take their produce to the market centers. We never should lose sight of that fact. The roads are built for such men as the farmer, particularly the market roads, and his interests must be subserved. Any legislation enacted should take into full account this fact. I believe legislation may be evolved which will protect his interests as well as the roads.

Further, in connection with our highway system, I submit to you the necessity for proper regulation covering passenger buses and other motor vehicles operating for hire on our public highways. These vehicles have free use of the expensive roadways which are being constructed in all parts of the state. It is right and just not only that they be subjected to proper regulation, but that they pay a just and fair share of the revenue required to maintain such roads.

I have touched but briefly upon the two important matters dealing with highway legislation. Immediately upon issuing the call for this special session I asked five prominent citizens three of them state officials, to gather such data as they deemed necessary to assist the legislature in expediting its labors at this session. I understand these data are ready for submission to you. My object in asking these men for their valuable assistance was merely to go to the same sources of information it would be necessary for you to seek in securing light on these important subjects and to whip this information into such shape as might materially assist you and lighten, as well as shorten, your labors.

I leave these problems with you for your consideration. The proposed highway legislation alone I consider of such magnitude as to well warrant your attendance here in special session. Properly enacted statutes of this character might well mean the saving of millions of dollars to the state. In closing I desire to say I have the fullest faith that the patriotism and ability of this body of representatives of the people will result in as speedy a dispatch of business as is consistent with properly considered legislation. I desire to thank you for your prompt response to the call of the executive

department and to assure you I am confident the earnestness and careful thought I feel you will give to the matters before you will return highly beneficial results to the people of the state.

Salem, Oregon, December 19, 1921.

SURE FAIR BILL WON'T PASS

(Continued from Page One)

In rapid order the following resolutions were carried: By Bellung—That the standing committee of the last session remain the same.

By North—That the rules of the last session remain the same.

By Burdick—That the house be declared fully organized and that the governor and senate be notified.

By Gallagher and Sheldon—That a committee of three be appointed to employ a stenographic and clerical force for the house, and that ten stenographers be employed at once.

CIVIL WAR THREATENED

(Continued from Page One)

He paid tribute, however, to the delegates who signed the pact, saying that they did "was in their excess of love for Ireland."

Mr. DeValera, continuing his argument for rejection declared:

"If King George came over to open the Irish parliament you would see black flags in the streets of Dublin."

He likened the treaty to the act of union declaring it would lead to endless strife.

Summing up he asserted the treaty was entirely inconsistent with Ireland's position and that if it were ratified Ireland would continue subservient to England.

Cries of "no," from supporters of the treaty followed the declaration. Austin Stack seconded President DeValera's motion, saying he stood for "complete independence and nothing short of it."

Count Plunkett also spoke in support of the motion for rejection.

During his address President DeValera said if the provisional government was set up by Griffith and Collins in Dublin castle it would be regarded by the people as a usurpation. They had been chosen by British power as the authority in Ireland, he declared.

Mr. DeValera said this was the moment when a "grand peace" was possible and under it King George would come to Dublin.

Cries of "no, no," from his supporters.

He meant, he said, as the presidents of America or France, should come, as the heads of friendly states. "There were loud cries of 'no,' when Mr. DeValera said the Irish army would be his majesty's army and the Irish ministers his majesty's ministers."

The republican president asked if the Dail representatives had been "liars" when they said the people at the election had demanded a republic.

Perhaps the supporters of the treaty, Mr. DeValera said, might "scotch" an election and secure a majority.

Would Fight World

Arthur Griffith, in the course of his speech opening debate on ratification, said the point in dispute was with regard to the recognition of the king. Those on the other side were prepared to recognize the king as head of the British commonwealth. The alternative proposals in the treaty meant that Ireland would be half in and half out of the British empire, whereas under the treaty, the Irish would go in with heads up. That was the main difference, and he would not sacrifice a single young Irishman for it.

Mr. Griffith said this was the first treaty signed between England and Ireland as equals since the year 1172 and it recognized the Irish free state, the Irish army and Irish control of the purse.

Mr. Griffith said if the treaty were

rejected and Ireland went to war again she would be fighting against the world. He declared the Irish plenipotentiaries went to London to perform as difficult a task as could be placed on the shoulders of man. (Cheers). Other men were asked to go to London; but they had refused.

"We went," he continued, "and brought back a treaty which safeguards the interests of Ireland—by that treaty I'm going to stand, and everyone behind us with a scrap of honor is going to stand by it."

FRANCE WILL ACCEPT

(Continued from page one.)

tence upon adequate allowances of submarines and cruisers.

Dr. Walter Rathenau, former German minister of reconstruction arrived in London this morning to continue his negotiations concerning German reparations obligations.

Naval Meeting Postponed

WASHINGTON, Dec. 19.—(By Associated Press.) The meeting of the arms conference naval sub-committee of fifteen was postponed until tomorrow until eleven o'clock by Chairman Hughes today on request of M. Sarraut head of the French delegation. The committee had been called to meet today at 11 o'clock.

The French delegation through Ambassador Jusserand explained to Mr. Hughes by telephone that M. Sarraut had called to Premier Briand on Saturday for further instructions and that a dispatch of some length had just been received from France which would take some time to decode. Accordingly a delay of 24 hours was requested.

M. Sarraut told newspapermen that he did not yet know the nature of the cablegram which had just been received, but as he had been advised through the Associated Press of what was described as M. Briand's acceptance of the American ratio, he presumed that it concerned that phase of the naval discussions.

Italians Reasonable

WASHINGTON, Dec. 19.—Some discussion may be necessary, it was said, to bring Italy's views into accord with the five power ratio proposal, but no prolonged negotiations on that point are expected. The complete American proposal for expansion of the three cornered agreement into a five power treaty is reported in the Paris unofficial dispatches as providing for a ratio of 1.70 for France and 1.68 for Italy, as compared to the 5-5-3 already agreed on for the United States, Great Britain and Japan, respectively. The Italian delegation has insisted heretofore that their government should have as large a figure as France.

Throughout the discussions however the Italians have shown a tendency to make every reasonable concession in the interest of harmony.

Although never made public, the American capital ship proposal for France and Italy is known to have been in the shape of actual proposed tonnage not reduced to the form of an expressed ratio. As a consequence there was some confusion over today's unofficial dispatches from Paris quoting ratio figures.

Once there is an agreement among the five powers as to the capital ship ratio, the next big question will relate to submarines. In that field a sharp difference of opinion is developing but there is a general feeling that it will not be permitted in any way to interfere with the underlying agreement on ratio.

Expect Plenary Session

In some quarters it is expected that a plenary session of the conference will be held as soon as there is a ratio agreement, perhaps in a few days, at which the definite five power plan will

be formally announced and an opportunity will be given for a public expression of views as to submarines. Great Britain desires to present her plea for abolition of the submarine while French and American naval experts are known to favor comparatively large submarine tonnage.

Details of the capital ship matter, it was said, in conference circles, probably could be worked out quickly with authority provided for both France and Italy to build "post-Jutland ships" as replacement for existing but obsolete dreadnaughts if they so desired.

It is not anticipated that there will be necessary any important revision of the ten year naval holiday plan. Nor is it believed that the airplane carrier allotments will cause difficulty although Japan has indicated a desire for more tonnage under this heading than the 5-5-3 ratio plan would contemplate.

Conference End Near

Unofficial advices from London and Paris saying France had accepted the naval ratio proposed for her by the American government, created something of a sensation in arms conference circles today because the development generally was interpreted as marking one of the longest steps yet taken toward a naval reduction agreement.

The request of the French naval experts here for a capital ship tonnage twice as great as that provided in the American plan had brought the negotiations to a rather critical stage and a long and perhaps stubborn debate had been forecast generally.

Details of the settlement in London effected between Premier Briand and Ambassador Harvey had not been communicated to the arms delegates early today but the Associated Press dispatches announcing an agreement were received with general expressions of gratification. The result, it was said, would be to clear the way for consideration of details of the naval program and perhaps for an early conclusion of the whole conference.

Page, Wednesday, Dec. 21

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