

TURKEY NOT SO COCKY REGARDING LUSANNE PARLEY

LAUSANNE, Nov. 21.—(By Associated Press.) Richard Washburn Child, American ambassador to Italy, and Joseph C. Grew, American minister to Switzerland, who are acting as observers at the Near East conference, conferred with Premier Poincare of France today.

LAUSANNE, Nov. 21.—(By Associated Press.) Delegates to the Lausanne conference with the preliminary oratory concerning the close relations of Great Britain, France and Italy behind them, faced this morning the real test of the strength of the ties which spokesmen for the three powers have insisted existed among them.

Janet Pasha and his associates of the Turkish delegation to the conference appear less confident than when they arrived, and the feeling is growing that they will reduce their program materially in the hope of restoring peace and re-establishing trade relations with the outside world. It is becoming evident that they are beginning to realize that it was Greece and not the great powers of Europe which they defeated in their recent successful campaign about Smyrna.

PROWLER STEALS E. C. ROOT'S VIOLIN

A robbery which occurred last Friday night in the Ed Blinn Meat market and Root's Music shop was kept quiet by the police department until today, the police and the victims thinking that the less said about the incident the more chances of catching the culprit.

Entrance was made to Blinn's butcher shop through a screened window in the rear of the establishment and 30 cents in change was taken from the cash register.

The robber or robbers then entered through the rear door of the music shop by cutting out the glass, reaching through the hole and turning the key. A violin, belonging to Mr. E. C. Root privately, not for sale and highly valued, was taken. So far no clue to the identity of the thief has been obtained.

BROOKLYN SLAYER DEATH HOUSE CHECKER PLAYER

ROSSING, N. Y.—(I. N. S.) Raymond Collins, of Brooklyn, convicted of murder and an inmate of the Sing Sing death house, is champion checker player there. Prisoners call their moves from cell to cell, each square of their boards being numbered.

PLEADS FOR MERCHANT MARINE

(Continued from page one.)

of the shipping board fleet Mr. Harding said there was the unavoidable task of wiping out a fifty million dollar annual loss and losses aggregating "many hundreds of millions" in worn out, sacrificed or scrapped shipping. He called attention that the government ships were being worn out without any provision for replacement and that a program of surrender and sacrifice and the liquidation which he declared would be inevitable unless the proposed legislation were enacted would cost scores of billions.

The cost of the proposed legislation giving direct aid, he said, with ocean carrying maintained at the present average, would not reach \$20,000,000 a year, and the maximum direct aid if American shipping were so promoted

GIRL NOW WELL AND STRONG

Daughter Took Lydia E. Pinkham's Vegetable Compound as Mother Advised

Wauseon, Ohio.—"My daughter all ways had backache and leg-ache at certain periods and could not be on her feet at those times. We read about Lydia E. Pinkham's Vegetable Compound doing girls so much good so she began to take it. That in two years ago and she is a different girl since then able to do any work she wants to do—although she is still well and strong. We recommend Lydia E. Pinkham's Vegetable Compound to all mothers with ailing daughters, and I give you permission to publish this letter as a testimonial."—Mrs. A. M. Buxholder, Route No. 2, Box 1, Wauseon, Ohio.

Something out of balance will affect the finest clock, causing it to gain or lose. The proper adjustment made, all is well. So it is with women. Some trouble may upset you completely. Lydia E. Pinkham's Vegetable Compound will correct the cause of the trouble and disgreeable symptoms will disappear as they did in the case of Mrs. Buxholder's daughter. Mothers—it is worthy of your confidence.

that it carried one half of the nation's deep sea commerce would not exceed thirty millions annually.

WASHINGTON, Nov. 21.—The text of President Harding's address to congress follows in part:

Members of the congress: Late last February I reported to you relative to the American merchant marine and recommended legislation which the executive branch of the government deemed essential to promote our merchant marine and with it our national welfare. Other problems were pressing and other questions pending, and for one reason or another which need not be recited, the suggested legislation has not progressed beyond a favorable recommendation by the house committee. The committee has given the question a full and painstaking inquiry and study, and I hope that its favorable report speedily will be given the force of law.

It will be helpful in clearing the atmosphere if we start with the frank recognition of divided opinion and determined opposition. It is no new experience. Like proposals have divided the congress on various previous occasions.

Perhaps a more resolute hostility never was manifested before, and I am very sure the need for decisive action—decisive favorable action—never was so urgent before.

Not a Theory We are not now dealing with a policy founded on theory, we have a problem which is one of grim actuality. We are finding conditions out of which will come either additional and staggering government losses and national impotence on the seas or else the unfurling of the flag of a great American merchant marine commensurate with our commercial importance, to serve as carrier of our cargoes in peace and meet the necessities of our defense in war.

There is no thought here and now to magnify the relation of a merchant marine to our national defense. It is enough to recall that we entered the world war almost wholly dependent on our allies for transportation by sea. We expended approximately three billions, feverishly, extravagantly, wastefully and impractically. Out of our eagerness to make up for the omissions of peace and to meet the war emergency, we builded and otherwise acquired the vast merchant fleet which the government owns today.

Not to Build But Keep In the simplest way I can say it, our immediate problem is not to build and support a merchant marine which I hold to be one of the highest and most worthy aspirations of any great people; our problem is to deal with what we now possess. Our problem is to relieve the public treasury of the strain it is already meeting. * * *

Cost 16 Million a Month The war construction and the later completion of war contracts, where completion was believed to be the greater economy to the public treasury left us approximately 13,200,000 gross tonnage in ships. The figures are nearer 12,500,000 tons now, owing to the scrapping of the wooden fleet. More than half this tonnage is government-owned, and approximately 2,250,000 tons are under government operation in one form or another. The net loss to the United States treasury—sums actually taken therefrom in this government operation—averaged approximately \$16,000,000 per month during the year prior to the assumption of responsibility of the present administration.

Losses Reduced A constant warfare on the loss of public funds and the draft to service of capable business management and experienced operating directors have resulted in applied efficiency and enforced economies. It is very gratifying to report the diminishing of the losses to \$4,000,000 per month, or a total of \$50,000,000 a year; but it is intolerable that the government should continue a policy from which so enormous a treasury loss is the inevitable outcome. This loss, moreover, attends operation of less than a third of the government-owned fleet.

It is not, therefore, a question of adding new treasury burdens to maintain our shipping; we are paying these burdens now. It is not a question of contracting an outlay to support our merchant shipping because we are paying already. I am not asking your authorization of a new and added draft on the public treasury; I am appealing for a program to diminish the burden we are already bearing. * * *

Losses Not Constructive And the pity of it is that our present expenditure in losses is not constructive. It looks to no future attainments. It is utterly ineffective in the establishment of a dependable merchant marine, whereas the encouragement of private ownership and the application of individual initiative would make for a permanent creation, ready and answerable at all times to the needs of the nation. But I have not properly portrayed all the current losses to our ships without any provisions for replacement. We are having these losses through deterioration now and are charging nothing against our capital account. But the losses are there and regrettably larger under government operation than under private control. Only a few years of continued losses on capital account will make these losses through depreciation alone to exceed the \$50,000,000 a year now drawn to cover losses in operation.

The gloomy picture of losses does not end even there. Notwithstanding the known war cost in three billions of dollars for the present tonnage, I will not venture to appraise its cash value today. It may as well be confessed now as at some later time that in the mad rush to build, in establishing shipyards wherever men would organize to spend government money when we made ship builders overnight quite without regard to previous occu-

pations or pursuits, we builded poorly, often very poorly. Moreover, we constructed without any formulated program for a merchant marine. * * *

The point is that our fleet, costing approximately three billions, is worth only a fraction of that cost today. Whatever that fraction may be, the truth remains that we have no market in which to sell the ships under our present policy and a program of surrender and sacrifice and the liquidation which is inevitable unless the pending legislation is sanctioned, which cost scores of millions more.

When the question is asked, why the insistence for the merchant marine act now, the answer is apparent. Waiving every inspiration which lies in a constructive plan for maintaining our flag on the commercial highways of the seas, waiving the prudence in safeguarding against another \$3,000,000,000 madness if war ever again impels, we have the unavoidable task of wiping out a \$50,000,000 annual loss in operation and losses aggregating many hundreds of millions in worn out, sacrificed or scrapped shipping. Then the supreme humiliation, the admission that the United States—our America once eminent among the maritime nations of the world—is incapable of asserting itself in the peace triumphs on the seas of the world. It would seem to me doubly humiliating when we own the ships and fall in the genius and capacity to turn their prows toward the marts of the world.

This problem cannot longer be ignored. Its attempted solution cannot longer be postponed. The failure of congress to act decisively will be no less disastrous than adverse action. Three courses of action are possible and the choice among them is no longer to be avoided. The first is constructive—enact the pending bill, under which I firmly believe an American merchant marine, privately owned and privately operated, but serving all the people and always available to the government in emergency, may be established and maintained.

The second is obstructive—continue government operations and attending government losses and discourage private enterprise by government competition, under which losses are met by the public treasury, and witness the continued losses and deteriorations until the colossal failure ends in sheer exhaustion.

The third is destructive—involving the sacrifice of our ships abroad, or the scrapping of them at home, the surrender of our aspirations and the confession of our impotence to the world in general and our humiliation before the competing world in particular.

Surrender Impossible A choice among the three is inevitable. It is unbelievable that the American people or the congress which expresses their power will consent to surrender and destruction. It is equally unbelievable that our people and the congress which translates their wishes into action will longer sustain a program of obstruction and attending losses to the treasury.

I have come to urge the constructive alternative, to reassert an American will. I have come to ask you to relieve the responsible administrative branch of the government from a program upon which failure and hopelessness and staggering losses are written for every page, and let us turn a program of assured shipping to serve us in war and to give guaranty to our commercial importance in peace.

Government Aid, Not Subsidy I know full well the hostility in the popular mind to the word "subsidy." It is stressed by the opposition and associated with "special privilege," by those who are unfailing advocates of government aid whenever vast numbers are directly concerned. "Government aid" would be a fairer term than "subsidy" in defining what we are seeking to do for our merchant marine and the interests are those of all the people, even though the aid goes to the few who serve.

If government aid is a fair term—and I think it is—to apply to authorizations aggregating \$75,000,000 to promote good roads for market facilities, it is equally fit to be applied to the establishment and maintenance of American market highways on the

salted seas. If government aid is the proper definition for fifteen to forty millions annually expended to improve and maintain inland waterways in aid of commerce, it is a proper designation for a needed assistance to establish and maintain ocean highways where there is actual commerce to be carried.

It should be kept in mind that there are assured limitations to the government aid proposed. The direct aid with ocean carrying maintained at our present participation will not reach twenty millions a year and the maximum direct aid, if our shipping is so promoted that we carry one-half our deep sea commerce, will not exceed thirty millions annually. At the very maximum of outlay we should be saving twenty millions of our present annual operating loss. If the maximum is ever reached, the establishment of our merchant marine will have been definitely recorded and the government owned fleet fortunately liquidated.

I believe in government aid becoming bestow. We have aided industry through our tariffs; we have aided railway transportation in land grants and loans; we have aided the construction of market roads and the improvement of inland waterways. We have aided reclamation and irrigation and the development of water power; we have loaned for seed grains in anticipation of harvests. We expend millions in investigation and experimentation to promote a common benefit, though a limited few are the direct beneficiaries. We have loaned hundreds of millions to promote the marketing of American goods. It has all been commendable and highly worth while.

The Farmers' Trouble At the present moment the American farmer is the chief sufferer from the cruel readjustments which follow war's inflations and befitting government aid to our farmers is highly essential to our national welfare. No people may safely leave a good fortune which the farmer does not share.

Already this congress and the administrative branch of the government have given willing ear to the agricultural plea for post-war relief and much has been done which has proven helpful. Admittedly it is not enough. Our credit systems, under government provision and control, must be promptly and safely broadened to relieve our agricultural distress.

To this problem and such others of pressing importance as reasonably may be dealt with in the short session I shall invite your attention at an early day.

I have chosen to confine myself to the specific problem of dealing with our merchant marine because I have asked you to assemble two weeks in advance of the regularly appointed time to expedite its consideration. The executive branch of the government would feel itself remiss to contemplate our yearly loss and attending failure to accomplish if the conditions were not pressed for your decision. More, I would feel myself lacking in concern for America's future if I failed to stress the reckoning opportunity to equip the United States to assume a befitting place among nations to which rightfully all peoples aspire.



What This Buffalo Physician Has Done for Humanity

The picture which appears here of Dr. Pierce of Buffalo, N. Y., was taken in 1910. As a young man Dr. Pierce practiced medicine in Pennsylvania and was known far and wide for his great success in alleviating disease. He early moved to Buffalo and put up in ready-to-use form, his Golden Medical Discovery, the well-known tonic for the blood. This strength-builder is made from a formula which Dr. Pierce found most effective in diseases of the blood. It contains no alcohol and is an extract of native roots with the ingredients plainly stated on the wrapper. Good red blood, vim, vigor and vitality are sure to follow if you take this Alterative Extract. Dr. Pierce's Golden Medical Discovery clears away pimples and annoying eruptions and tends to keep the complexion fresh and clear. This Discovery corrects the disordered conditions in a sick stomach, aids digestion, acts as a tonic and purifies the blood. Write Dr. Pierce's Invalids Hotel in Buffalo, N. Y., and receive confidential medical advice without charge. All druggists sell Discovery, tablets or liquid. Send 10c for trial pkg.



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DR. CHAS. J. DEAN
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5c Cards will sell for 3c
10c Cards will sell for 6c
15c Cards will sell for 9c

We have one lot of cards ranging in price from 5c to 25c, not enough to catalog which are put out, your choice 5c.

The above prices do not include the specials such as to Sister, Home, Son and Family, Daughter and Family, Brother, Mother, Father, Uncle, Aunt, Pastor, Teacher, Folks at

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