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THE GAS CO.

SENATOR STONE

(Continued from page one)

News-Bee and another from the Kansas City Post, charging Roosevelt with seeking to further his own political ambitions, under "patriotic camouflage."

"Of all men, Roosevelt is most responsible for what he denounces," said Stone. "He does his work cunningly. In the front of his propaganda he throws a deceptive political camouflage."

games of questionable politics is now playing another game of his particular brand for a very great stake."

Stone's speech was directed primarily, he said, at the republicans in and out of congress, active in manifest concert to make politics out of the war.

"There is no need for us to be over-faustidious about this, or to try to fool ourselves or fool the nation. There is to be an election next fall. A new house of representatives and one third of the senate are to be chosen. Two years later, a new president is to be chosen and again one third of the senate are to be elected. Here is presented a chance to the dominating republican politicians of the country, one of them, perhaps not more than one,

EMBARGO ON SHIPPING OF NON-ESSENTIALS NEXT MOVE IN GETTING COAL TO SHIPS

By Robert J. Bender

(United Press staff correspondent)

Washington, Jan. 21.—America's first "hottest holiday" found the national railroad fighting zero weather, snow and freight jams to reach the seaboard with coal.

Business—except food and drug stores, shivered behind closed doors and great industries continued idle through their fourth day of suspension, to facilitate coal shipment. By special request of Fuel Administrator Garfield last night, department stores and retail establishments throughout the east today not only are not burning coal, but they are closed. Elevators in office buildings are supposed to run only for those exempted.

But, despite the general close down of business, the government is having a violent fight to keep coal moving. At both northern and southern ports loading of vessels is continuing on a twenty-four hour schedule.

It is now believed certain that drastic measure to continue movement after the present five day suspension order ends tomorrow night, will have to be revoked. Officials state that priority orders now in effect will be continued after tomorrow unless there is a marked rise in temperature throughout the east, making transportation easier. This would mean that after tomorrow night only such industries as seasonal are cleared, will have to be revoked. Officials state that priority orders now in effect will be continued after tomorrow unless there is a marked rise in temperature throughout the east, making transportation easier.

Some Improvement Shown Pressure is being brought to bear on Director General McAdoo to declare an embargo on shipment of all non-essential freight from the tracks and railroads are cleared. It is stated that with rails jammed by delayed freight shipments, coal traffic to ports and consumers and movement of "empties" back to the mines will continue blocked despite the close down of business and trade.

Garfield said today that he expected the next 48 hours to show "real results of his recent order. Both Garfield and McAdoo are hoping for warm weather throughout the east and south.

The best showing thus far has been made at southern Atlantic ports where 107,700 tons of bunker coal has been delivered and is ready for loading with 200,000 more tons en route. At one port more than 35,000 tons were delivered over Sunday.

Northern Atlantic ports are expecting 150,000 tons during the next few days and a 24-hour loading schedule will be continued during the period of industrial suspension in the east. Deep snows, zero temperatures and promise of only slightly warmer weather came in reports to the fuel and railroad administrations as a discouraging factor in movement of trains during the next 48 hours.

Depends on the Weather "Industrial America has done her part—it's now up to the weather and the national railroad." It was stated at the fuel administration. All energies are centralized on the tremendous transportation problem. To learn what the results of the Garfield order, the senate interstate commerce committee today summoned Director General McAdoo to appear on the stand. Committee members promise a complete airing of the present transportation crisis, which McAdoo Saturday admitted had been little relieved since control went into effect.

It is the claim of many that McAdoo sought to relieve the freight jam by shutting industries instead of using a more direct route—placing an embargo on non-essentials in freight shipments, advocated by the fuel administration. Now officials say that the close down order will result in only moderate relief, from the coal tieup and the embargo will be necessary, in addition—five days later.

There is little need for or likelihood of the present Garfield orders being extended to include territory west of the Mississippi, it was stated at the fuel administration today. There is little traffic congestion on the Pacific coast, it was said, and many locomotives are now being rushed to the east from the west.

seeking to promote his immediate political glorification and others seek to promote a party advantage. That fight is on."

Stone declared he would not make the charge without definite proof. As his witnesses he "summoned" Senator Loates Penrose of Pennsylvania, Chairman Wilson of the republican national committee and Roosevelt, whom he termed "my star witness."

Quoting from a recent interview with Penrose, Stone sought to show that "the great republican leader of the greatest republican state in the union," had frankly set forth the republican intention to use mistakes of the administration in conducting the war, as campaign material.

Stone's speech drew a full attendance to the senate and as he made his charges of republican partisanship, Senators Borah, Penrose, Gallagher, Johnson of California and Lodge, usually took notes. The prospect was that Stone's speech would open the whole subject of the Wilson administration's conduct of the war to the drum fire of the republican orators.

CIVIL WAR MAY BE (Continued from page one) pletely control the situation and will undoubtedly carry through their program complete.

"What happened to constituent assembly represents the struggle now going on everywhere," said the Bolshevik minister of agriculture, M. Kalogreff, in an interview with the United Press today. "The right parties cannot remain alone and exercise power in the constituent assembly—for the people who do not recognize them. The people are behind the soviets. Should the parties of the right challenge the authority and power of the soviets—it simply means an extension of the civil war now raging."

Feeling Bitter. It was reported that the people's commissars desire to take the Brest-Litovsk negotiations out of the hands of the present delegation, although they assert their adherence to the conditions of the armistice.

On Sunday night former Czarist Ministers Kokoulin and Shingareff who were recently transferred to a camp, all from the fortress of St. Peter and Paul, were killed by a band of soldiers and workmen. Their assassination together with the animosities aroused by forcible closing down of the constituent assembly, has brought about the most intensely bitter feeling between the right and left parties.

A delegation of the constituent assembly leaders who called on Nicholas Lenin today to protest against the Bolshevik action were told by the Bolsheviks:

Dear Mother and Boys: The 4th Engineers left Vancouver December 21st, in three sections, two battalions and the headquarters, I was in the first battalion of three companies with about 600 men in fourteen coaches and eight box cars. We pulled out at 6:30 p. m. and went up the Columbia river.

When we woke up Saturday morning we were on top of the Blue mountains between Peadleton and La Grande. Had three engines on the train and were making good time. Reached Huntington, Oregon at 3 p. m.

This was our first stop, stayed two hours and the boys almost bought the town out. Went from there to Weiser, Idaho. The town met us at the train and gave us fifty sacks of apples. Reached Pocatello in the evening and had another run around town. A nice place, weather fine, and everybody down town to see us.

From there on about all we saw was sage brush and sand. Snow only on the mountain tops and weather warm. Got off at a little town in Wyoming for exercise, but the wind was blowing so hard that we couldn't stay out long. Arrived at Denver about Monday noon and was turned loose till 5 p. m. Went up town and took in all I could. Nice place but looks like it needed a little

The ATHON Co. FEATURING THE PACIFIC COAST'S MOST POPULAR ACTRESS. MISS EFFIE JOHNSON IN THE GREATEST PLAY EVER WRITTEN in Favor of UNION LABOR "The Power of Gold" BLIGH THEATRE To-Day

Must Cut Use of Flour Further Says Hoover

San Francisco, Jan. 21.—Use of wheat flour should be cut to a minimum by housewives and hotels and restaurants should stop serving white bread excepting on special demand, to pave the way for a more stringent wheat conservation rules now being prepared in Washington.

This word was brought to California today by State Food Administrator Ralph P. Merritt, after three weeks in Washington conferring with Food Administrator Hoover.

Because the allies already have taken the reserve of the 1917 crop and will need one-third of the American production of flour between now and next fall, the food administration, Merritt declared, is soon to announce sweeping flour conservation measures.

Commission Must Advertise for Bids Before It Can Build

Can Only Do the Work Itself If Bids Are Lacking or Are Unsatisfactory

The State Highway Commission can perform work on highways only after having received bids and rejected them, or of having failed to receive bids after advertising for them. This opinion was in reply to a request of State Highway Engineer Nunn, says Attorney General Brown. The attorney general quotes among other statutory provisions bearing on the subject Section 13, chapter 423, laws of 1917, adopted by the people on referendum June 4, 1917, as follows:

"The State Highway Commission is hereby authorized and empowered to enter into contracts for the purpose of constructing the roads provided in this Act; provided, however, that all contracts shall be let according to law and in open and public session of said commission; provided further, that if in the opinion of a majority of the members of said commission, the lowest bid for the construction of any of the roads or parts of roads herein authorized to be constructed, shall be excessive, then and in that event, said commission shall have the right and it is hereby empowered and authorized to reject all bids and to construct under its own direction and supervision, all of such roads or any part thereof, and to this end and to accomplish this purpose said commission is hereby authorized and empowered to purchase or lease all necessary machinery, equipment, tools and appliances and to employ all necessary help and labor and to do all things necessary and convenient to carry out the provisions of this Act."

Then he says: "All these provisions would seem to require, as a necessary precedent for performing the work without letting contracts, that the State Highway Commission should first call for competitive bids for the construction of any work under its supervision.

We find it further provided in said section that if, in the opinion of the majority of the members of the Commission, the lowest bid for the construction of any part of the roads authorized by said act shall be excessive, then and in that event, said commission shall have the right and it is hereby empowered and authorized to reject all bids and to construct under its own direction and supervision, all of such roads or any part thereof. This language clearly predicates the power to proceed without contract upon the condition of having asked for bids and the opinion of a majority of the members of the Commission being that the lowest bid is excessive, because it is only in that event that it is authorized to construct under its own direction and supervision."

He announced a little later that the director general would not be recalled, but committee members leaving the room demanded that McAdoo be returned for further questioning and their demands were agreed to. McAdoo was asked twice during the morning session why he favored repeal of the anti-pooling and anti-trust laws as applied to railroads, and each time refused a specific answer.

"I do not know what conditions will be when we get ready to turn the roads back," he answered each time.

pose. Your proposal is merely a suggested basis of reaching a compensation agreement.

"The government must not do a deliberate injustice to the railroads or anybody else."

McAdoo had no direct hand in the composition of the Garfield shutdown to save fuel, he told the committee today.

"Was the Garfield order issued to help the director general of railroads?" asked Senator Watson.

"It was issued, in my opinion, to help the railroad to deliver coal and also to help save fuel," said McAdoo. "Did you help in its composition?"

May End In February "I had no hand in its composition," said McAdoo, "though I approved it in principle."

McAdoo also expressed the hope that it may not be necessary to continue the Monday holidays beyond the middle of February.

McAdoo said "every once in a while we have to submit to surgery, you know" and declared in his opinion the order "will result in more good and less confusion and trouble than anticipated."

"The order says it is designed to aid the director general," said Watson.

"It doesn't much matter what the order says," responded McAdoo, "or whether it was to help the director general personally or not. So long as we attain the results, which I believe will be infinitely beneficial, than expected. The order was justified and I am very much in the hope—and I do not say this merely out of optimism—with reasonable weather within 30 days conditions, may be such that we may not need to continue the order as long as it was issued for."

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McAdoo Not In

(Continued from page one)

arbitrarily to set aside local control. Freight movement through the tunnel is very restricted under the present service commission, he said. "If I had to file an application to move this freight and wait decision of the commission, Long Island people would have frozen to death," he said.

"That means, then," said Senator Kellogg, "that the rate fixing during the war and until congress acts would be to some man?"

"He has the power to do so. He may not use it," said McAdoo. "He has a great many powers he doesn't exercise."

"I haven't heard of any he hasn't exercised," said Kellogg.

McAdoo was asked how long in his opinion, it would be necessary for the government to retain control of the lines.

Mrs. Franklin Receives Letter From Soldier Son

The following letter was recently received by Mrs. Belle Franklin, Hazel Green, Ore., from her son John:

Dear Mother and Boys: The 4th Engineers left Vancouver December 21st, in three sections, two battalions and the headquarters, I was in the first battalion of three companies with about 600 men in fourteen coaches and eight box cars. We pulled out at 6:30 p. m. and went up the Columbia river.

When we woke up Saturday morning we were on top of the Blue mountains between Peadleton and La Grande. Had three engines on the train and were making good time. Reached Huntington, Oregon at 3 p. m.

This was our first stop, stayed two hours and the boys almost bought the town out. Went from there to Weiser, Idaho. The town met us at the train and gave us fifty sacks of apples. Reached Pocatello in the evening and had another run around town. A nice place, weather fine, and everybody down town to see us.

From there on about all we saw was sage brush and sand. Snow only on the mountain tops and weather warm. Got off at a little town in Wyoming for exercise, but the wind was blowing so hard that we couldn't stay out long. Arrived at Denver about Monday noon and was turned loose till 5 p. m. Went up town and took in all I could. Nice place but looks like it needed a little

APPROACHING MOTHERHOOD

Every helpful influence that may be rendered the expectant mother should be promptly given her. All excitement, fear, or stress should be avoided.

Too much cannot be said of the wonderful message known to thousands of mothers as "Mother's Friend." It is one of the greatest of all health influences.

There is no nervousness and the tendency to morning sickness or nausea is avoided. It makes the muscles elastic which nature is expanding and soothes the inflammation of breast glands.

The pain at the crisis is infinitely less when "Mother's Friend" is used for the muscles expand easier and with less strain when baby is born.

"Mother's Friend" is entirely safe and may be had of your druggist. Write the Bradford Regulator Co., Dept. A, 340 Lamar Building, Atlanta, Ga., for their interesting book, "Motherhood and the Baby." They will send it to you without charge, and you will find it very helpful. Years of use by thousands of women prove beyond all doubt that "Mother's Friend" is the greatest aid to nature. It certainly should be used by every expectant mother for she should do everything in her power to help nature in her work.

Save this Advertisement, have this address ready and handy at all times and ship them to us. Get the price, get that value for them.

Prices subject to change without notice.

Farmers' Butchers, Dealers and Trappers ATTENTION

The Fur market is booming daily and very scarce on the present business fields of today. We are the largest buyers of RAW FURS, HIDES and TALLOW in the SECTION. That merchandise is High in Price way sell them as near as a person might say give them away for HALF NOTHING. We pay you the very Best Market Prices; we treat you fair and square. And it don't make a bit of difference whether you are present here personally or not, you get the same service, the very same deals. No confidential prices, one to all. That's how we gain our reputation, that's how we grow.

Same that middleman's deals, get the profits yourself. TRY US. Our present quotations on Raw Hides is:

- COW HIDES 17c to 22c per lb. BULL HIDES 16c to 19 1/2c per lb. CALF HIDES 24c to 34c per lb. HORSE HIDES \$6.50 to \$7.25 for full lengths. TALLOW 13 1/2c to 17c per lb. MUSKRATS FURS ARE WORTH 45c to \$1.60 SKUNKS \$2.25 to \$6.50 MINKS \$3.50 to \$11.00 WEASELS 35c to \$2.00 RED FOX \$9.00 to \$30.00 WOLF \$6.50 to \$17.00

We also buy many other kinds of Raw Furs such as Beaver, Bear, Raccoon, etc. Prices range according to colors and the different Grades of Furs.

Sheep pelts as to the value of wool and size of pelts The best way to ship raw hides and tallow is by freight.

The best way to ship raw furs and sheep pelts is by express or insured P. P.

Save this Advertisement, have this address ready and handy at all times and ship them to us. Get the price, get that value for them.

Prices subject to change without notice.

Be Better Looking—Take Olive Tablets

If your skin is yellow—complexion pallid—tongue coated—appetite poor—you have a bad taste in your mouth—a lax, no-good feeling—you should take Olive Tablets.

Dr. Edwards' Olive Tablets—a substitute for calomel—were prepared by Dr. Edwards after 17 years of study with his patients. Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil. You will know them by their olive color. To have a clear, pink skin, bright eyes, no pimples, a feeling of buoyancy like childhood days you must get at the cause. Dr. Edwards' Olive Tablets act on the liver and bowels like calomel—yet have no dangerous after effects. They start the bile and overcome constipation. That's why millions of boxes are sold annually at 10c and 25c per box. All druggists. Take one or two nightly and note the pleasing results.

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