

# BIG SHOE SALE AT THE PRICE SHOE CO'S

BE ON HAND MONDAY MORNING BEFORE THE CROWD RUSHES IN AND GET SOME OF THE GREAT BARGAINS WE ARE OFFERING. WE ARE GOING TO CLOSE OUT PRACTICALLY OUR ENTIRE STOCK BEFORE WE INVOICE THE FIRST OF THE YEAR. PROFITS ARE NO OBJECT. WE MUST SELL GOODS. DO NOT FAIL TO TAKE ADVANTAGE OF THIS GREAT SACRIFICE. PRICES THAT WILL BRING CROWDS TO THIS STORE.

100 pairs Men's Lace Gun Metal Shoes, regular \$8 values, go at..... **\$4.95**

60 pairs Men's Dayton Loggers, regular \$10 to \$12 values, go at .... **\$6.95**

75 pairs Men's Dayton 16-in. high top boots, \$11 values go at ..... **\$7.95**

60 pairs Men's Dayton 12-in. high top boots, \$10 values go at ..... **\$6.95**

200 pairs Ladies' Dress Shoes, button and lace, \$6 and \$7 values go at **\$3.95**

1000 pairs Men's, Women's and children's Tennis Shoes, black and white, go at ..... **65c, 75c, and 95c**

200 pairs Men's House Slippers, leather and felt, regular \$1.50 to \$4 grades at ..... **95 cents to \$2.65**

500 pairs Ladies' House Slippers, felt, comfy and leather soles, regular \$1.50 to \$3.50 ..... **95 cents to \$1.95**

200 pairs Children's House Slippers felt, comfy and leather soles \$1.00 to \$2.00 grades ..... **65 cents to 95c**

60 pairs Men's Rubber Boots, \$5.00 grades, while they last go at ..... **\$3.95**

200 pairs Men's Work Shoes, tan and black, regular \$6 and \$7 grades go at ..... **\$3.95**

300 pairs Ladies' Party Slippers, \$4 and \$5 grades, broken sizes, go at **\$2.95**

200 pair Boys' High Top Boots, tan and black, all sizes 11 to 2, at \$3.95; 2 to 5 at ..... **\$4.95**

ALL CHILDREN'S AND BOYS' DRESS SHOES AT SUBSTANTIAL DISCOUNTS. ALL DRESS SHOES, BOTH MEN'S AND WOMEN'S, TO GO AT SPECIAL PRICES. NOTHING RESERVED EXCEPTING HANAN SHOES AND RUBBER GOODS.

### Rubber Heel Day Each Wednesday, We Put On Reg= 50c New, Live Rubber Heels for Half-Price, 25 cents

**Hanan Shoes**  
**Selby Shoes**  
**Fox Party Pumps**



**Witch Elk Boots**  
**Ball Band Boots**  
**Dux Bax Oil**

326 STATE ST., NEXT TO LADD AND BUSH BANK

## DECLARES IT HIS DUTY TO ATTEND PEACE CONCLAVE

(Continued from page three)

which is worthy of your most friendly attention.

### Control of Shipping

I have spoken of the control which must yet for a while, perhaps for a long while, be exercised over shipping because of the priority of service to which our forces overseas are entitled, and which should also be accorded to shipments which are to save recently liberated peoples from starvation and many devastated regions from permanent ruin. May I not say a special word about the needs of Belgium and northern France? No sums of money paid by way of indemnity will serve to themselves to save them from hopeless disadvantage for years to come. Something more must be done than merely find the money. If they had money and raw materials in abundance tomorrow, they could not resume their place in the industry of the world tomorrow—the very important place they held before the flame of war swept across them. Many of their factories are ruined to the ground. Much of their machinery is destroyed or has been taken away. Their people are scattered and many of their best workmen are dead. Their markets will be taken by others, if they are not in some special way assisted to rebuild their factories and replace their lost instruments of manufacture. They should not be left to the vicissitudes of the sharp competition for materials and for industrial facilities which is now set in. I hope, therefore, that the congress will not be unwilling, if it should become necessary, to grant to some such agency as the war trade board the right to establish priorities of export and supply for the benefit of these people whom we have been so happy to assist in saving from the German terror and whom we must not now thoughtlessly leave to shift for themselves in a pitiless competitive market.

### AVOID COUGHS AND COUGHERS

Your health and society demand that you take something for that cough-sounding spreads disease. Good, old, reliable SHILOH is guaranteed to relieve the worst cough in 24 hours.

**SHILOH Stops Coughs**



### Determine Taxes Immediately

For the steady and facilitation of our own domestic business readjustments nothing is more important than the immediate determination of the taxes that are to be levied for 1918, 1919 and 1920. As much of the burden of the taxation must be lifted from business and sound methods of financing the government will permit and those who conduct the greatest industries of the country must be told as exactly as possible what obligations to the government they will be expected to meet in the years immediately ahead of them. It will be of serious consequence to the country to delay removal of all uncertainties in this matter a single day longer than the right process of debate justify. It is idle to talk of successful and confident business reconstruction before those uncertainties are resolved.

If the war had continued it would have been necessary to raise at least eight billion dollars by taxation payable in the year 1919; but the war has ended and I agree with the secretary of the treasury that it will be safe to reduce the amount to six billions. An immediate rapid decline in the expenses of the government is not to be looked for. Contracts made for war supplies will, indeed, be rapidly cancelled and liquidated but their immediate liquidation will make heavy drains on the treasury for the months just ahead of us. The maintenance of our forces on the other side of the sea is still necessary. A considerable proportion of those forces must remain in Europe during the period of occupation and those which are brought home will be transported and demobilized at heavy expense for months to come. The interest on our war debt must, of course, be paid and provision made for the retirement which represent it. But these demands will of course fall much below what a continuation of the military operations would have entailed and six billions should suffice to supply a sound foundation for the financial operations of the year.

I entirely concur with the secretary of the treasury in recommending that the two billion needed in addition to the four billions provided by existing law be obtained from the profits which have accrued and shall accrue from war contracts and distinctly war business, but that those taxes be confined to the war profits accruing in 1918, or in 1919

from business originating in war contracts.

### Reduce Taxes

I urge your acceptance of this recommendation that provision be made now, not subsequently, that the taxes to be paid in 1920 should be reduced from six to four billions. Any arrangements less definite than these would add elements of doubt and confusion to the critical period of industrial readjustment through which the country must now immediately pass, and which no true friend of the nation's essential business interest can afford to be responsible for creating or prolonging. Clearly determined conditions, clearly charted, are indispensable to the economic revival and rapid industrial development which may confidently be expected if we act now and sweep all interrogation marks away.

I take it for granted that congress will carry out the naval program which was undertaken before we entered the war. The secretary of the navy has submitted to your committee for authorization that part of the program which covers the building plans of the next three years. These plans have been prepared along the lines and in accordance with the policy which the congress, established, not under the exceptional conditions of the war, but with the intention of adhering to a definite method of development for the navy. I earnestly recommend the uninterrupted pursuit of that policy. It would clearly be unwise for us to attempt to adjust our program to a future world policy as yet undetermined.

**At Linn Concerning Railroads**  
The question which causes me the greatest concern is the question of the policy to be adopted towards the railroads. I frankly turn to you for counsel upon it. I have no confident judgment of my own. I do not see how any thoughtful man can have who knows anything of the complexity of the problem. It is a problem which must be studied, studied immediately; and studied without bias or prejudice. Nothing can be gained by becoming partisans of any particular plan of settlement.

It was necessary that the administration of the railroads should be taken over by the government so long as the war lasted. It would have been impossible otherwise to establish and carry through under a single direction the necessary priorities of shipment. It would have been impossible otherwise to combine maximum production at the factories and mines and farms with the maximum possible car supply to take the products to the ports and markets; impossible to route troop shipments and freight shipments without regard to the advantage or disadvantage of the roads employed; impossible to subordinate, when necessary, all questions of convenience to the public necessity; impossible to give the necessary financial support to the road from the public treasury. But all these necessities have now been served and the question is, what is best for the

railroads and for the public in the future.

### Not Equal to Tasks

Exceptional circumstances and exceptional methods of administration were not needed to convince us that the railroads were not equal to the immense tasks of transportation imposed upon them by the rapid and continuous development of the industries of the country. We knew that already. And we knew that they were unequal to it partly because their full cooperation was rendered impossible by law and their competition made obligatory, so that it has been impossible to assign to them severally the traffic which could best be carried by their respective lines in the interest of expedition and national economy.

We may hope, I believe for the formal conclusion of the war by treaty by the time spring has come. The twenty-one months to which the present control of the railroads is limited after formal proclamation of the peace shall have been made will run at the farthest, I take it for granted only to the January of 1921. The full equipment of the railroads which the federal administration planned could not be completed within any such period. The present law does not permit the use of the revenues of the several roads, for the execution of such plans except by formal contract with their directors, some of whom will consent while some will not, and therefore, does not afford sufficient authority to undertake improvement upon scale upon which it would be necessary to undertake them.

Every approach to this difficult subject matter of decision brings us face to face, therefore, with this unanswered question: What is right that we should do with the railroads, in the interest of the public and fairness to their owners.

### Has No Ready Answer

Let me say at once that I have no answer ready. The only thing that is perfectly clear to me is that it is not fair either to the public or to the owners of the railroads to leave the question unanswered and that it will presently become my duty to relinquish control of the roads, even before the expiration of the statutory period, unless there should appear some clear prospect in the meantime of a legislative solution. Their release would at least produce one element of a solution, namely certainty and a quick stimulation of private initiative.

I believe that it will be serviceable for me to set forth as explicitly as possible the alternative courses that lie open to our choice.

We can simply release the roads and go back to the old conditions of private management, unrestricted competition and uniform regulation by both state and federal authorities; or we can go to the opposite extreme and establish government control, accompanied if necessary, by actual government ownership; or we can adopt an intermediate course of modified private control under a more unified and affir-

mative public regulation and under such alterations of the law as will permit wasteful competition to be avoided and a considerable degree of unification of administration to be effected, as for example, by regional corporations under which the railways of definable areas would be in effect combined in single systems.

I stand ready and anxious to release the roads from the present control and I must do so at a very early date if by waiting until the statutory limit of time is reached I shall be merely prolonging the period of doubt and uncertainty which is hurtful to every interest concerned.

I welcome this occasion to announce to the congress my purpose to join in Paris the representatives of the governments with which we have been associated in the war against the central empires for the purpose of discussing with them the main features of the treaty of peace. I realize the great inconveniences that will attend my leaving the country, particularly at this time, but the conclusion that it is my paramount duty to go has been forced upon me by consideration which I hope will seem conclusive to you as they have seemed to me.

### Accepted His Peace Basis

The allied governments have accepted the basis of peace which I outlined to the congress on the eighth of January last, as the central empires also have and, very reasonably so, in my personal counsel in their interpretation and application and it is highly desirable that I should give it in order that the sincere desire of our government to contribute without selfish purpose of any kind to settlements that will be of common benefit to all the nations concerned may be made fully manifest.

The peace settlements which are now to be agreed upon are of transcendent importance both to us and to the rest

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weighty matters of domestic policy with which we shall have to deal. I shall make my absence as brief as possible and shall hope to return with the happy assurance that it has been possible to translate into action the great ideals for which America has striven.

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SHERMAN WOULD INSULT THE PRESIDENT  
\*\*\*\*\*  
Washington, Dec. 2.—Senator Sherman, Illinois, announced he will introduce a resolution to-morrow declaring the presidency vacant for the remainder of President Wilson's term and providing that the vice president shall assume the duties and powers of the office at once.  
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