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COUNTY OFFICIAL PAPER



"I pledge allegiance to my Flag, and to the Republic for which it stands, one Nation indivisible, with Liberty and Justice for All."

OUR ALLIES ARE SLOWLY BUT SURELY CRUSHING THE GERMANS

Germany, no matter what Russia may fail to do, can hold out only a year more at the most. Such is the judgment of the best informed and most competent international financiers in America, England and France.

The problem of food exists in Russia and works against Germany. The millions of soldiers in the Russian ranks can not walk from the trenches and toward distant bases of supplies of food. They have about as much food at the front as they would have at home. Germany knows that if it should attempt a movement against Russia the Russian army would strike back. It is dangerously far east in Russia. Moving onward into the Russian interior would greatly endanger Germany's front in the west.

America, England, France and Italy have immense reserve resources of every sort. Germany has not. Japan and Russia are presumptive sources of reinforcement to England and its allies. Austria-Hungary is a source of weakness to Germany, and

Bulgaria and Turkey are liabilities rather than assets. Prussian organization and Teutonic manpower form the sole real defence that remains to Germany. England, France and Italy are masters of land and air in the west. Their heavy artillery outnumbered Germany's by five to one. The destruction and capture of 1,000,000 Germans in France, which Joffre declares will finish the war, are being done by the Anglo-French offensives. These are pushing forward slowly but surely. It is only a question of time, possibly not a long time, for the war may end as suddenly and unexpectedly as it began, when the French and British armies will have reached the Rhine.

The Germans, whenever they retreat, delay their enemies' advance through having destroyed roads and devastated the land. It takes at least a fortnight to make the country passable again. But the delay does the Germans no large or lasting good. They soon are driven back from their new ground. The masses at home see this and also begin to realize that the Teuton submarine can not win the war. The morale of the German armies is hurt by the successive retreats and defeats. Germany now wages defensive war in order to obtain a good position for future negotiations for peace.—Review.

From the Eugene Register we note the Southern Pacific Company has finished its new depot at Reedsport. Reedsport is a small town on the new Coos Bay line. The news item states: "The building is a very neat structure and the interior consists of the agent's and operator's department, waiting room, baggage and express room, all handily arranged and equipped with all conveniences. The Southern Pacific Company has spent over \$16,000 in making improvements at Reedsport, which have added greatly to the appearance of the city and the convenience of the public." Comparing this with the "little red shack" of a depot in St. Helens is good cause to be envious of the little town of Reedsport. There are several definitions for the word depot. One of them is a deposit, or the act of depositing; a place of de-

posit for goods; warehouse; storehouse. All of these definitions might apply to our "little red shack," but when Webster gave as one definition "a building for the accommodation and protection of railroad passengers and freight" he certainly did not have in mind the St. Helens depot, or if he did, to square himself he added this note: "In England 'depot' was formerly commonly applied to a railroad goods station or freight warehouse but never extended to a passenger station."

Mr. Gilman, please send your superintendent, trainmaster, roadmaster or section master down to investigate the matter and see if St. Helens is not entitled to a passenger station.

THE HIGHWAY

The Columbia Highway is going to be built and will go through St. Helens. It makes no difference whether it goes on the west side or the east side—it will go through St. Helens. What benefits one part of the town, benefits the entire town. West St. Helens, formerly Houlton, is now St. Helens, and just as much a part of St. Helens as the original Knighton donation land claim. What benefits one, benefits all. Let us stop scrapping and use all our energies toward securing as much hard-surfaced pavement as we can, leaving the route of the highway to the engineers, who are supposed to know their business and who are paid for laying out the most advantageous route. East side or west side is all the same to us, but we want the Columbia Highway to go through St. Helens, and it is going to do this. The best way to build up a bigger and better town is to pull together. It is all St. Helens, and our interests are identical.

The United States civil service commission announces that, as a sufficient number of male and female stenographers was not secured from the examination held June 29, 1917, to meet the needs of the public service, an examination has been announced to be held at forty of the principal cities in the northwest on July 7.

Men typewriters without a knowledge of stenography are desired es-

pecially in connection with the quartermaster corps, U. S. Army, at an entrance salary of \$1,000 per year. A majority of the clerks in the quartermaster corps, U. S. Army are being selected from the typewriter register, and all male typewriters who can qualify are urged to apply for the examination July 7.

Arrangements will be made by the district secretary to examine all persons who write to him, subject to the subsequent filing and approval of applications, provided the request is received at Seattle in sufficient time to arrange for examination at the place nearest to the applicant's residence where the examination will be held.

Inquiries concerning the July 7 examination should be addressed to Herbert F. Ward, secretary Eleventh Civil Service District, Room 303, Postoffice building, Seattle, Wash.

We hope the highway will run right through the little red shack which is close to the railroad track. Might as well have a tent as what we have now.

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SCHEDULE

	A. M.	P. M.
Lv. St. Helens	7:30	1:45
Warren	7:45	2:00
Scappoose	8:00	2:15
Ar. Portland	9:20	3:35
Lv. Portland	10:00	4:15
Ar. St. Helens	11:50	6:00

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"GATHERING OF THE KU KLUX KLAN'S"



THE BIRTH OF A NATION
 Will Be Shown at Strand Theatre Two Days, July 12-13

When David W. Griffith started the outdoor staging of the Civil War and Reconstruction scenes in "The Birth of a Nation," which will be shown at the Strand July 12-13, he was confronted with seemingly insuperable difficulties. An area of private war was required about as large as the corner of Belgium occupied by the Anglo-French forces. Thousands of cavalrymen had to be shown, in an historic raid of the

North Carolina clans. Their run was to be many, many miles of typical Southern sandy roads. Though an acknowledged wizard of the film, Mr. Griffith is not a "war lord," with power to commandeer.

In this emergency, the county authorities of "The Birth of a Nation" producing locale were applied to. They finally consented to mark off an area of ten square miles for the use of the horsemen. Along all the roads within this area, the county commissioners pasted notices forbidding all traffic on "the day of days." Pedestrians were also warned off. But the roads themselves did not

look southern. David Griffith handled this difficulty—with the authorities' permission—by remaking such of the highways as would come within the camera's eye. Many tons of sand and gravel were spread by gangs of his workmen. Landscape engineering changed the look of the landscape to the rounded hills, piny woods and deep gullies of old North State. The race of the northern clansmen to rescue their South Carolina brethren took place on the appointed day, without an accident or a flaw. After it was over, Mr. Griffith's men scraped the sand off the macadam roads, took down the signs,

and life in the sleepy countryside resumed its normal course. It cost about \$25,000 to do the trick—the producer thinks it was worth all it cost, particularly after hearing the enthusiastic comments of "The Birth of a Nation" patrons of his work.

There will be a daily matinee at 2:30 p. m., for which the prices are 25 cents for children and 50 cents for adults. Evenings at 8 p. m. Prices 75 cents and \$1 and all reserved. There will be no children's prices at night, owing to the limited seating capacity, also on account of the length of the performance, which is three hours.