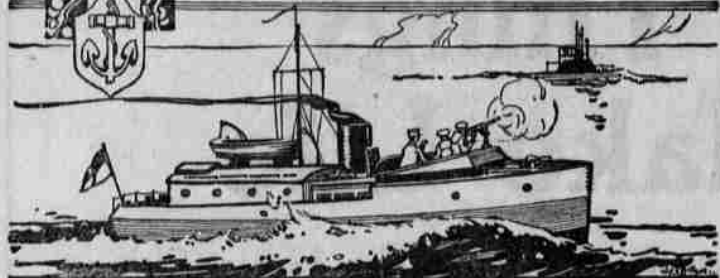


SEA SLUG STORIES



Thrilling Tales of U Boat Hunting, Told by an American Boy Who Served For Months With the British Patrol and Who Did the Thrilling and Perilous Work That Is Now Being Done by Hundreds of Other American Boys.

A Matter of Luck.

As I said before, the catching of a submarine and its destruction is greatly a matter of luck. Sometimes the M. L.'s cruise around for days without seeing one, and then perhaps a U boat will pop to the surface within a couple of hundred yards. The most important adjunct to luck is an all seeing eye. One never knows where the periscope is going to stick out above the surface, and you must be ready at any second to make it out at any point of the compass.

Just how many submarines were "got" while I was in England I am not at liberty to say, but I can go on record as stating that they are not easy to get, and the captives are fewer than generally supposed. A vast number of units are necessary to combat them with any degree of success. Besides being invisible almost at will, the submarines are manned by men of nerve.

The idea prevalent among some people that submarine work is easy is

less only sneaks, who strike in the night, or when there is no danger for themselves, should be dispelled. The submarines are operated by men who fear death not at all and who sometimes take staggering chances. If the British develop one trick that bags a single submarine they consider it a success. News of English successes spreads rapidly in the under water gossip.

U boats have run in a few scant miles from shore and sunk all sorts of craft, and they have even tackled destroyers. The British had some very sad experiences in sending destroyers on rescue work, after which they used the M. L.'s for this purpose. These make smaller torpedo targets. The Germans are supposed not to risk U boats unduly; but, believe me, they do. I talked with the chief engineer and one of the crew of a British sugar ship from the West Indies who had been rescued after being torpedoed.

"We were just making Havre," said the engineer, "and we were caught

just to get in. The day was remarkably clear, and the water was oily smooth. We were so close to land we didn't think there was a chance of anything attacking us when just at 1 o'clock in the afternoon a submarine appeared off our port bow and signaled us to stop.

"We were armed with a 4.7 gun on our stern and had navy gunners on board, so instead of obeying we turned sharply to starboard to present as small a target as possible for a torpedo and opened fire.

"The first two shots fell short, and the third went over the U boat. The way some people talk you would have expected the submarine to run away. She didn't do anything of the kind. She opened up on us with a gun that must have been at least a three inch piece, and the second shot hit one of our gun mounts.

"One man disappeared—actually disappeared. Either he was knocked into the sea and sank, or he must have been literally blown to pieces. Another poor fellow was killed—just about torn in two—and two other men were put out cold. The captain had to stop then, because there was nothing left to fight with.

"We were so near port that the firing must have been heard, and it was almost certain something would come out to investigate, but the U boat went about finishing the job very methodically.

"The German commander ordered us into our boats. While we were lowering away he signaled the captain and the chief engineer, myself, to come alongside the U boat. The first thing he did was to have our wounded brought aboard, and his surgeon attended to them. Then he used our boat to send men over and place bombs in the ship to blow her up.

"As the day was drawing to a close, it was becoming colder, and, seeing that the men had not brought coats with them, the German commander gave us all sweaters and towed us toward shore for half an hour or so. Three destroyers passed out, but they were so far away that the U boat simply submerged until she was awash, and they never saw a thing. It was almost sunset when she finally disappeared after maneuvering around as though playing like a porpoise at sunset almost within range of shore batteries."

The story of this armed merchantman shows that simply placing guns on steamships is not going to protect them against submarines. There has got to be a sort of craft to fight them on something like equal terms, and the swift, seaworthy, low lying M. L.'s seem to be the ones to do it. But great numbers of them are needed, and great numbers of trained men are needed to operate them.

Song of the Sea Slugs.

The Sea Slugs in England sing a song which pretty well covers everything in the line of their life and duty. Some of the verses were written by one man, some by another. The one referring to Uncle Sam is my own and will be understood when I say that the first M. L.'s were built in America and that the British took some time to learn just how to use them:

Sing me a song of a frail M. L.
(Lord, have mercy upon us!)
Rolling about on an oily swell
(Lord, have mercy upon us!)
Out on a highly explosive spree,
Petrol, kerosene and T. N. T.,
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

Sing me a song of a bold young "loot"
(Lord, have mercy upon us!)
Skillful mariner and out to boot.
(Lord, have mercy upon us!)
So ship the cable and heave the lead,
Hard a-starboard and full ahead.
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

Sing me a song of a smart young "sub"
(Lord, have mercy upon us!)
An insubordinate, half trained cub.
(Lord, have mercy upon us!)
Of the line's regulations I know not one.
I have left undone what I should have done.
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

Sing me a song of C. M. B.
(Lord, have mercy upon us!)
Bred in a garage and sent to sea.
(Lord, have mercy upon us!)
Taken away from the motor trade,
Seasick and sorry, sore, dismayed,
But a bit of a nut on the "grand parade."
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

Sing me a song of Uncle Sam
(Lord, have mercy upon us!)
Built five hundred and don't care a d—n.
(Lord, have mercy upon us!)
Nobody knows where they'll build for.
Every one prays that they'll build no more.
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

Sing me a song of a North sea base
(O Lord, have mercy upon us!)
A dirty, forgotten, one horse place.
(Lord, have mercy upon us!)
When the wind blows west, how brave we are!
When the wind blows east, it's different, far.
(Lord, have mercy upon us!)
(O Lord, have mercy upon us!)

You'll find us safe in the "harbor bar."
(Lord, have mercy upon us!)
As one may gather from the song,
Many of the Sea Slugs were formerly chauffeurs, and, although the M. L.'s



The German Commander Ordered Us Into Our Boats.

use gasoline for fuel, there is some difference between navigating one of them and an automobile.

Sitting Over a Volcano.
The "detonators under the bed" is literal. There isn't overmuch room on an M. L., and about the only place to keep the detonators is under the bunks. These little craft carry sufficient explosives to blow up several first class warships, and if you want to know how it feels to sit over a volcano with the lid about to be blown off you want to ride in one of them, especially when somebody begins potting at you with shells that may blow up every ounce of ammunition you've got on board any minute.

The third article of this series will appear soon. It is entitled

No. 3—A Motor Launch Raid on the Belgian Coast.

In which the little submarine chasers crossed the mine fields by night, fired on the German gunboats and land batteries and escaped across the mine fields once more. How the British monitors, which are named after American generals, bombarded the German coast until the Germans devised a method of locating them even though the fog was so thick they could not see them.

MUCH MONEY SPENT IN 'EUROPE BY RED CROSS

Approximately \$12,000,000 for war relief work in Europe will have been expended by the American Red Cross in the first six months since the United States has been at war with Germany, according to a report addressed "To the American people," by Henry P. Davison, chairman of the Red Cross war council, in which full details are given of the activities of the organization in various nations abroad, chief of which is France.

More than \$10,000,000 of this sum, appropriated up to and including August 31, by the war council, since its appointment, May 10 last, is for use in France. Other countries to receive relief are Russia, Roumania, Italy, Serbia, England and Armenia, the grand total amounting to \$12,239,681, the greater part of which will be used by November 1, although some of the appropriations cover a year.

Most of the persons in charge of the Red Cross work in France are giving their time and paying their own expenses. A special fund of \$100,000 has been privately contributed to meet the expenses of members of the commission to France unable to pay their own way.

The war council has sent to Europe five separate commissions, each composed of representative Americans skilled in business administration in medical and surgical work, and in other lines of Red Cross effort.

The work covers a wide scope of relief, from the establishing and maintaining of hospitals for soldiers in the American army in France to civilian aid, including the care and education of destitute French children and the rehabilitation of the devastated areas in France and Belgium.

Relief and preventative means against tuberculosis, which has greatly increased since the war, also will be supplied.

A plan has been devised so to extend aid to soldiers and civilians held as prisoners by the enemy.

These are only a few of the many avenues through which Red Cross relief will flow to the countless thousands of war victims.

The Red Cross in France has assumed the management of the war relief clearing house. It has taken over, under control of the United States army, the administration of the American Ambulance Hospital at Neuilly. It has assumed financial responsibility for Dr. J. A. Blake's American Hospital in Paris. It has allied with itself the work of the American surgical dressing committee, which distributed in France in July 782,949 dressings among 433 hospitals.

The effort has been in accordance with the expressed views of the President of the United States and of the civic and military authorities of France to co-ordinate along helpful lines all relief work being done in France and America.

The first and the supreme object of the task is to care for the United States Army and Navy. Toward this end the Red Cross is establishing field canteens which it will provide for every corps of the French army, as well as for the American army. There are now large reception camps near the coast, where United States soldiers are received.

Along the route to the firing line the Red Cross has established infirmaries and rest stations. At railway stations canteens are being established where United States soldiers may find rest and refreshment. Baths, food, games and other comforts will be available. When American troops start for France the men receive comfort kits. Christmas parcels will be sent over later.

Various appropriations have been made to worthy causes, such as \$100,000,000 for the relief of sick and wounded soldiers and their families; \$100,000 for medical research work in France; \$500,000 for supply warehouses; \$1,500,000 to buy foodstuffs to be sent to France and \$1,000,000 for the hospital supply service.

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FRANK BUSCH

CLACKAMAS COUNTY'S LEADING FURNITURE AND HARDWARE DEALER

dren will help the army and navy to get the 11,000,000 pounds of blackberry jam they must have. In view of the shortage of cultivated blackberries the United States department of agriculture urges the women and girls and boys to gather all the wild blackberries they can find, to supply commercial canning establishments.

Blackberry jam is particularly desirable because it has medicinal qualities which counteract certain intestinal troubles, in addition to its welcome place in the diet as a sweet.

The wild fruit is not as pulpy and is likely to be more seedy than the cultivated varieties, but there is an abundance in many of the northern states. The difficulty of getting help on a commercial scale has prevented the gathering of the wild berries, but if the children can be enlisted to do their patriotic part it will give the packers a chance to supply what the military authorities need. It is also pointed out that at the prevailing prices they may get good money return for their time and labor.

In each community some local grocer should be able to learn the name of a manufacturer who may be willing to buy the berries.

Take Notice

The continued call for piano tuning has induced us to establish a school for piano tuning. It is a trade which brings large returns for the money invested. It is a business which affords travel, as pianos are to be found in almost every home, and must be tuned from time to time. NO MUSICAL EDUCATION REQUIRED, as piano tuning is strictly a mechanical training. This school is conducted by experts of long experience. Call or write to Theroux Music House, 519 Main street, Oregon City. Phone 423.

COMMUNITY COOPERATION

Success Comes When Neighbors Pull Together. Timely Repetition

Did you ever hear the story of the 10 negroes who went out to hoe cotton? Nine of them started to work in one field, while the tenth darkey commenced in a field all by himself just over the fence in the next field. He hoed down one row and back on another. Then he looked over the fence and saw the swath of nine clean rows made by the other workers.

"Hub," he said, "nine niggers, nine rows; one nigger, one row. Drat one nigger."

And he climbed over the fence and joined the other nine. This is a pretty good illustration of the difference between community team work and trying to rely altogether on one's individual effort. Where a whole neighborhood is pulling together to accomplish certain things you usually find that success comes out of the united effort. If you, personally, have joined in the community effort, you have not only gained your share of the good accomplished, but you have the satisfaction of knowing that your

work has helped all the others. After all, then, being actively interested in the welfare of your community is securing for yourself a share of the advantages coming from the efforts of all those who have helped make these advantages possible.

Do you fully realize what the community in which you live means to you individually? If you are in a live, progressive community, it's ten to one the town that is your trade center is an "up-and-coming" place with good stores, good streets, good schools, good churches, and good places of amusement.

If your community is the other kind, then manifestly there is lacking the spirit of community cooperation and your home town is lagging behind—listless, unprogressive.

At present your local stores may not be as large, or as handsomely equipped as some of the big city but you will agree with me that your home merchants can not possibly enlarge or improve their business if they are not patronized. If you are interested in bringing about better local shopping facilities, it is square up to you, and other residents of your community, to patronize home merchants, thus keeping your money where it will circulate in various channels for the improvement of the community.

There are only two possible reasons why a person should remain in any certain town or community; their duty demands it, or they simply like to live there. Isn't this true in your case? In either event, it is to your distinct advantage to do everything in your power to assist in improving local conditions. The community belongs to you and your neighbors, and you are necessarily governed by conditions as they exist.

A prosperous community is in every instance a desirable place in which to live, as it affords its residents advantages which invariably

are limited to and controlled by the amount of local commercial activity. —Oregon Farmer.

Will Be Repaid for Their Work

Women everywhere suffer from kidney trouble—backache, rheumatic pains, swollen and tender muscles, stiff joints—and it is to help those who suffer as she did that Mrs. C. J. Ellis, 508 Av., Sioux Falls, S. D., writes: "I feel sure if any one bothered as I was will give Foley Kidney Pills a fair trial they will be repaid for their work. It seems foolish to neglect an ailment when there is such a remedy to be had." They correct bladder disturbances, too. —Jones Drug Co.

GLADSTONE SCHOOL OPENS

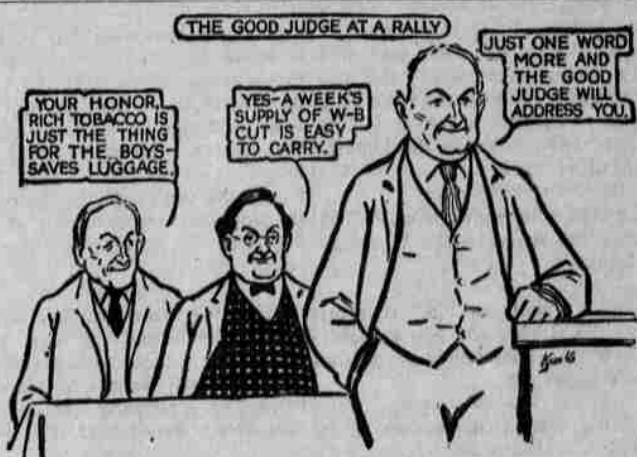
Three New Teachers at Desks. May be Larger Attendance

With three new teachers at their desks the public school at Gladstone opened Monday morning with a promise of a larger attendance than that of last year, according to the principal, W. T. McNulty. The new teachers are Mrs. H. S. Salisbury, Miss Velma Johnson and Rose Winkelman. Other teachers at the Gladstone school are: Principal, W. T. McNulty; Miss Jessie Bowland, Mrs. Estella McGeechie and Miss Pansy Oswald. The music studies in the Gladstone school this year will be in charge of Miss Beatrice Kirkut, of Oregon City, who will devote a part of her time to the work.

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