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PORTLAND, THURSDAY, MAY 9, 1918.

GET THE TRUTH ABOUT AIRCRAFT.

The American people's blighted hope of an air fleet this year, which would make life a constant torment for the Germans, has brought about an outburst which threatens to surpass the embalmed beef scandal of the Spanish war. We were assured that the Liberty motor had stood every test, combined all the good points of all existing motors, was the result of patriotic service on the part of inventors and manufacturers, and was being produced in quantity. We now are informed that it is an improvement on the patents owned by one manufacturer, we are in doubt whether it has yet stood final tests and are told that it is merely one of the four or five best motors extant. We were led to believe that airplanes were being produced in quantity, but we learn from manufacturers that they no sooner got ready to produce than designs were changed, new tools and other devices had to be made and old ones scrapped, and that production has been continuously blocked by new changes. The one bright spot in the entire sordid picture is spruce production, which has steadily increased since the Loyal Legion put the I. W. W. to rout and set to work.

A multiplicity of investigators has made a multiplicity of charges. Gutzon Borglum, whom some describe as the President's representative, while others regard him as representative of an aeronautical society to whom the President gave facilities for investigation, said in his letter to the New York Times:

> There have been seven separate investigations of the aeronautic conditions, besides two petty reviews of factories related to the manufacture, not counting the special examination of the airplane production spasmodically carried on by Federal intelligence bureaus.
>
> There has been no proper judicial inquiry, with power to subpena, seize and arrest, by the Federal Government, and there will be in consequence no just apprehension of the real culprits nor real adjustment of improper obligations until such inquiry is instituted.

These seven investigations include one by Snowden Marshall's committee, one by the Senate military committee and one by the Aeronautical Society. It is now proposed to have another inquiry by the Senate committee, yet another by the Department of Justice which may lead up to a grand jury, and a military court of inquiry has been demanded by General Squier, who has been removed as chief signal officer. If Mr. Borglum's charges be true, there is occasion for criminal prosecution, for he says:

> The chief signal officer was the official rubber stamp for a group of American Junkers, necessary to them to release nearly a billion, which they placed precisely as they, in their uninformed advisory capacity, chose and distributed to their own or affiliated interests, all to serve a common plan and purpose and all under a contract system so ingenious that it could in time absorb the entire appropriation and not deliver a serviceable plane—and this, in fact, it has largely accomplished.

Mr. Borglum's charge that "his work was systematically blocked, to the extent even of threatening witnesses," as stated by the Associated Press, sustains the conclusion of the Times that there was "an organized conspiracy, bold, powerful, numerous, made up of men able to formulate a great plan and embracing within their number men sufficiently high placed and influential to have the ear and confidence of the Secretary of War." Their motive in deceiving Mr. Baker may have been to cover up their failure, at least until they had secured their gains, or simply to gather in many millions without regard to the consequences to the country, but there may have been among the conspirators some agents of the enemy who worked deliberately to cripple the American Army by preventing production of aircraft.

In view of the volume of evidence combining to prove that he has been shamefully deceived by men who stood in his confidence, it is astonishing that Secretary Baker should persist in his optimistic statements and should have been able to persuade the House committee that there had been "no criminal liability for delays and deficiencies in the past, and that the present status of War Department plans was satisfactory." In view of the great advantage to be derived by Germany from such a conspiracy as is charged to exist, it is still more astonishing that Mr. Baker should endeavor to hush inquiry by ascribing criticism to pro-German propaganda. If all is well, proof is the best means to defeat propaganda; if all is not well, the truth is necessary to defeat the conspirators, and, with them, the Germans.

There is already danger that among a multitude of investigators the men who have betrayed their country may find safety. At least some of them hold high office and others may be influential in the business and financial and, perhaps, the political world. The revelations to be made may reflect on the official superiors of the men directly implicated—not on their integrity, probably, but on their vigilance and executive wisdom. That possibility suggests that there might be a disposition to shield some of the culprits. It militates decidedly against an initial inquiry by either the Department of Justice or a military court, for a fellow feeling may be presumed to exist between Attorney-General Gregory and Secretary Baker, or between the military officers who would compose a court and the officers subject to investigation.

The circumstances point to the military committee of the Senate as the body which should seek out the truth. That body has fearlessly and impartially unearthed the deficiencies of the War Department, and its chairman, Senator Chamberlain, has displayed courageous patriotism in conducting former inquiries, in indicating causes of failure and in proposing remedies. For that reason his declaration that "the committee proposes to put its finger on the men responsible, without fear or favor" and "doesn't purpose to engage in any whitewashing process" should be taken at its face value, especially as the majority of the committee, without regard to party, has shown equal independence by backing him up. The committee's former strictures on the conduct of the war have been justified by events and by the action of the President and Secretary of War, after Mr. Wilson had denounced them as unjust.

Congressional inquiry should come first, for the further reason that the men under suspicion are accused of having squandered much money out of about a billion dollars which Congress had appropriated for aircraft, and it is the business of Congress to ascertain whether the money has been properly expended, and if not to discover the culprits. Yet another reason is that Congress is now asked to appropriate another billion dollars, and should be guided in its decision by the use which has been made of the first billion. If, as the facts indicate, former appropriations have been wasted, Congress would not be warranted in voting more money until the men who have wasted them have been removed and brought to justice. Prompt action is urgently needed, and, though it should not be taken until the facts upon which it should be founded are known, it should not await the result of either a grand jury inquiry and a criminal trial or of a military inquiry. Evidence discovered by the committee would be available for judicial and military proceedings.

The President again displays aversion to Congressional inquiry into Executive acts. No other construction can be placed upon the haste with which he has ordered an investigation by the Department of Justice on the very day on which the Senate committee announces its purpose to dig to the bottom and on which Mr. Baker assures the House committee that everything is all right. Mr. Wilson's action on this occasion is consistent with his denunciation of past Congressional inquiries, with his rejection of any scheme of Governmental reorganization emanating from Congress and with his insistence on adoption of his own scheme without the change of a material line. He ignores Congress as a co-ordinate branch of the Government, pushes it on one side and insists on doing everything himself, in his own way, paying no heed to the advice of anybody. A man whose fallibility has been often proved by the frequency with which he has been compelled to revise his own judgment, but who, nevertheless, assumes so dictatorial an attitude, is riding for a bad fall.

PARTY AND THE UNION.

The Scio Tribune, a thoughtful contemporary, has deliberated for several weeks over an inquiry from The Oregonian as to whether or not in its opinion the great questions of slavery and states rights might have been settled by negotiation, or compromise, and without an appeal to arms; and has evidently decided not to answer. It is to be regretted. We should like to have our own harassing doubts on a perplexing academic question finally resolved, one way or the other.

But the Tribune evolves another interesting article on "partisanism," and insists again that it was the direct cause of the Civil War. The evidence appears to be chiefly that the Democratic party was in power, and it was committed to slavery and states rights, and resorted to rebellion rather than submit. So, asks the Tribune, "is it not true that the selfish and uncompromising partisanism of the South in the interest of slavery brought on the Civil War?"

The slave power, with the Democratic party as the vehicle of its expression, sought to break up the Union. Incidentally, it wrecked the party, for many of its members abandoned it and the Nation repudiated it. The defenders of nationality, the apostles of equal rights for all men, and the foes of state rights, all together saved the Union. The Republican party was the instrument, so far as the cause needed and had political support and action.

Let us say, then, that the logic of our Scio friend will drive him to admit that if "partisanism" of one sectional group all but destroyed the Union, the "partisanism" of another group saved it.

POPULARITY OF THE THIRD LOAN.

The great number of subscribers to the third liberty loan is fully as significant as the fact that the loan was largely oversubscribed. It indicates that there not only is wide diffusion of wealth throughout the Nation, but also that there is an even more general diffusion of patriotism. It shows that city and country, and field, workshop and store, are awakening—not alone to the fact of war, but to the need of sacrifice to win it.

It seems that when the complete returns have been tabulated, Oregon will be shown to have made 149,800 individual subscriptions to the loan. The whole number of subscribers in the United States will be upwards of 17,000,000. From any angle it is impossible to take a gloomy view of the situation. The forthcoming amount of money is wholly satisfactory, and the participation of more than one person in every six of the population, it will bear repeating, is an earnest that the people are united in demanding prosecution of the war to final victory.

If a detailed story of the third liberty loan drive could be written, it would make a mighty interesting human document. The major part of the credit should by no means be given to those who bought the largest amounts of bonds. A good measure of patriotic intensity of purpose is the sacrifice of the individual. The local canvassers could tell a good deal about that. We have heard, for example, of a claim holder in a remote region in Oregon who borrowed enough money from a storekeeper to buy a bond, and then, shouldering his pack, left his claim to go out and work for the money with which to discharge the debt. The merchant in question, operating upon limited capital, deserves mention also for his part in the transaction. Indeed, the spirit of cooperation throughout has been general and generous. The incident in question is only a type of perhaps hundreds of thousands in the United States.

On an average each family in the country now owns at least one liberty bond. It is a remarkable experience through which the country is now passing. It is worth a good deal thus to have our confidence in ourselves restored. The prophets of gloom are confounded by the facts. The Nation is not disorganized. It has not been disunited. It needed only the emergency to fan the smouldering fires.

TOO STAGGERING A LOAD.

The greatest financial achievements of any nation in any time are the three Liberty Loans, aggregating about $12,000,000,000, floated within the past year by the United States.

The most responsible and stupendous industrial task in the world is the management and operation of the consolidated railroads of the United States.

Yet these great burdens are loaded on one man—Secretary McAdoo. Unquestionably his capabilities are great; but there is a limit both to human endurance and human capacity; and it is neither fair to him nor to the country that so much should be demanded of a single person.

The news reports are that the Secretary is back at Washington, ill, after his strenuous labors in the recent loan campaign. It is not surprising. Yet he finds there problems calling for immediate action, which have necessarily awaited his return.

For example, he must render the final decision in the wage dispute between the railroads and their employes. The wage commission has made an exhaustive investigation, and its report is ready; yet the Secretary must review its findings and decide whether thousands, and even millions, of men, in many branches of railroad service, shall or shall not have higher pay. "Strong pressure," reports the Associated Press, "is said to have been brought to bear on the Director-General to modify some of the commission's recommendations, especially affecting the four great brotherhoods." When, where and how has Secretary McAdoo made a study of the complex issues constantly arising between operators and men, so that there may be the necessary public confidence that the decision, when rendered, will be correct?

The muddle in which the plans for Liberty Loan campaigns have been constantly involved through want of sound and thorough preparation, and specific and detailed instructions to the various state and local committees, is traceable directly to snapshot rulings at Washington calling for constant restatement, revision and even reversal.

Clearly, Secretary McAdoo should be relieved of a portion of his staggering load.

THE LEPERS' CONTRIBUTION.

News that the lepers of the colony on Molokai, Hawaii, have bought $5000 worth of thrift stamps gives a deeply sentimental interest to the war-financing campaign. It also recalls one of the heroic figures of history, Father Damien de Veuster, without whose devotion this colony of sorely afflicted people long ago would have abandoned itself to despair.

It is interesting to recall that Father Damien was a Belgian, born at Louvain, which only recently has borne a conspicuous part in the world tragedy. He was appointed a missionary to the Hawaiian Islands in 1863, and ten years later was sent at his own request to the leper settlement which had been established a few years previously by the island government. He found the lepers indescribably wretched, lacking in the fundamental necessities of life. Forthwith he organized them, obtained good food, suitable dwellings and medical assistance, established schools and restored religious worship. Above all, he revived hope. After ten years he discovered signs that he had contracted the disease and could begin his sermons with the words, "We lepers." He finally succumbed, but not until he had worked a complete transformation in the physical condition and the spirit of the colonists. It is these people of whom an inspired newspaper poet has written:

> "Unclean," and shunned by men, we'd share,
> Brothers-at-war, with you.
> And from our meager pittance give
> As happier comrades do!
> Not ours to shoulder arms—though we,
> God knows, are soldiers, too.

Thus, after nearly half a century, the lepers of Molokai are repaying a debt they owe to a Belgian hero, who, we think, if he were living, would order it in no other way.

STANDARDIZED TOOLS.

The commercial economy board of the Council of National Defense has undertaken a study of the agricultural implement industry as a war measure, with a view to determining what varieties may be dropped by manufacturers without hampering farm work. It will not surprise most farmers to learn that the number is exceedingly large. Four divisional committees representing various branches of the industry have made recommendations concerning steel plows and other tillage implements, grain drills and seeders and farm elevators. Each recommended various styles for elimination, representing altogether nearly 2000.

It would seem, indeed, that the country is approaching nearer to the system of standardization in all forms of machinery which is so well fitted to our National temperament and to our economic needs. If there is one thing in which Americans ought to excel, that one thing is the economical production of vast quantities of standardized goods. The French delight in the fabrication of individual products, nicely tooled by hand, the parts of which are not interchangeable with those of other machines. But we have neither the time nor the patience for such work. When our implements break down, we want to repair them quickly and get on with the work in hand.

There is little doubt that the success of a standard make of automobile was due largely to the facility with which "parts" could be obtained, and it is highly significant of the drift of events that this same manufacturer is now engaged in turning out war craft built on the same principle. The standard implement and the standard ship are necessary where quantity production and speedy replacement are first considerations.

It will not be necessary, however, to stifle competition, or to put a check upon initiative and private enterprise, to accomplish a great deal in the direction of standardization. The multiplicity of sizes of bolts and screws, and the further variety of their threads, are said by competent mechanics to be unnecessary. Some day there will be a great National housecleaning in this regard, and it will save the labor of hundreds of thousands of men which is needed in other productive fields. The ramifications of possible savings, it is pointed out by experts, are almost bewildering. The amount of capital released, for illustration, would be large. Jobbers and retailers are now required to carry heavy stocks, which could be greatly reduced under the improved system. No one would suffer inconvenience if a few hundred bolts were made to do the work for which several thousand are now required.

We have passed the stage where it is thought desirable to multiply complications in order to "make more work for more men." There will be plenty of work when the physical restoration of the world is begun. The pressing need will be a system under which every man's work will be made to count.

DOWN TO BUSINESS ON SHIPS.

The shipbuilding programme has just emerged from the stage in the midst of which the aircraft programme still is. It passed from a state of bombastic optimism into a state of apparently hopeless muddle, but in the last six months it has been dragged out of the mud and it has now been set on firm ground. It began in an atmosphere of dreams and theory, but it is now in an atmosphere of reality and practice. We now know that we are not only getting ships, but that we shall continually get more ships, and we have cause for confidence that they will be built better and faster as we go on.

It is eloquent of the practical business sense of Mr. Schwab that he no sooner got in harness than delay in shipment of plates for steel ships began to be cured, and contracts for a definite number of wooden ships were given out. Although he is a steel man, he saw that the situation required ships of wood and concrete as well, and he set about getting them built. He saw that the Pacific Coast was delivering the goods and he allotted half of the 200 new wooden ships to this Coast, the political pull of the South being at a discount. He sees that supply of ships to the allies is only second in importance to American needs, and he permits fifty ships to be built for France. His action bespeaks a man of broad vision and quick perception, who promptly grasps the essential facts and acts upon them.

Present progress in turning out tonnage and the masterly way in which the shipbuilding business is being handled justify confidence that the prediction of 10,000,000 new tons next year will be fulfilled. The performance of the Columbia River district in the last six months shows that it can easily produce one-tenth of that total, and if concrete ships also should be built, a larger share could be turned out. With plants for all three types of ships, this district would be equipped to establish the industry firmly and to build for private owners when the demand for war purposes slackens.

Ex-Speaker Cannon had another birthday yesterday, and, like the real old man of the day, is proud of his age. Mr. Cannon's public life covers a period of fifty-seven years, he having been elected a State's Attorney in 1861, three years after admission to the bar. If there is another man with like period of clean political life existent, his name is not recalled.

Senator Kenyon's plan to wipe off the slate with France has one bit of merit—having all the money in the world, we may not miss a billion or two; but Great Britain and Italy might wonder why they do not get in. We may lose the debt of Russia, and with that for a start a financial potlatch ought to make Uncle Sam the best fellow on earth.

Elimination of special names of trains necessitates study of timecards to learn the numbers. With the understanding that even numbers apply to north and east bound and odd numbers to the others, the study is simple matter of mnemonics, as easy as the multiplication table.

Germany may not consider the declaration of war by Nicaragua of any consequence, but when the United States has transports to spare the little republic may supply the last ten or twenty thousand men needed to win the final victory.

It would not be amiss if the men who draw the jury list paid more attention to quality. If they should, there might be less danger of disagreements when pro-Germans, slackers and other disloyal people are on trial.

Omaha's "cowboy" Mayor, "Jim" Dahlman, was defeated Tuesday for re-election, after twelve years in the office. He was a good official, but the voters thought it was time for a change.

In questioning the veracity of Premier Lloyd George, General Maurice risks a charge of plagiarism from a certain distinguished American who started the Ananias Club.

When great stores of wheat and meat burn at St. Louis, it is evident there are Hun incendiaries at large and that a strong Home Guard is needed.

Portland is reaping the reward for having delivered the goods in the shape of ships. In war achievement has stronger pull than politics.

The nervousness of the novice airman is nothing by comparison with that of the men who know they are guilty of the aircraft scandal.

Nobody should welcome revival of the Ku Klux Klan, but the best preventive is prompt, severe penalties for spies and traitors.

With the Ad Club on the watch for deceptive pictures, circus "paper" that comes this way cannot contain the usual thrillers.

The rise and fall of funds in the I. W. W. treasury followed closely the growth and decline of enemy activity.

The President and Mrs. Wilson went to the circus the other night, and what further precedent is needed?

A revolution in Austria with its seventeen languages must recall the sounds at the tower of Babel.

There are fine openings in the ranks for defeated candidates who will want to take it out on somebody.

Mr. Purcell found it cheaper to bribe one bandit than to pay a ransom to the whole gang.

One of the greatest potatriots in the United States is the railroad of the great big baked potato.

The Boy Scouts will find the black walnut trees, but they could do it easier in the Fall.

A rise in water rates may come, but air must continue to be free.

Stars and Starmakers.

By Leone Cass Baer.

See where Margaret Illington is fathering, or mothering, a movement to promote and foster a love for dishwashing among women in their homes. Well, if Margaret or any other woman succeeds in making dishwashing popular among women as a collective sisterhood she will have done more than any other woman since dishes were made.

* * *

The managers of the overseas expedition of American actors who want to cheer up our soldiers over there have decided to weed out and discard all rotten stunts.

In which case, being "over there" will have its advantages. Wish they'd weed 'em out over here, too.

* * *

The billing of Gertrude Hoffman on the walls of the Orpheum Theater, St. Louis, announcing her return engagement, reads as follows:

"Miss Hoffman has appeared before the royal court of London and the Municipal Court of St. Louis."

* * *

A bulletin from the Paris headquarters of the Y. M. C. A. tells of a further exploit of Elsie Janis in making her appearance before 3500 soldiers on the cowcatcher of a French locomotive. Miss Janis is now on her second trip for the Y. M. C. A., covering areas in the central part of France and one of the port cities. One of the central camps is an important railroad center, which has a large railroad shop with a track running through the center of the building for its entire length.

It was aboard the cowcatcher of a locomotive on this track that Miss Janis made her entrance before the large throng of soldiers assembled there. Then she sang, danced, told stories and gave imitations.

* * *

Jean Havez, song writer and former husband of Cecil Cunningham, has been married again. His wife was Ebba Ahl, a vaudeville singer. The ceremony took place last Wednesday in Jersey City. Miss Ahl, who is a New York girl, went into vaudeville three years ago after she was graduated from high school.

* * *

A cable message to Hilda Spong, of Henry Miller's company, has brought her the sad news that her brother has been killed in action at the front. The young man, who had been an actor, was an officer in the British army.

* * *

A bulletin to a New York exchange from Frank C. Payne, who is Mrs. Leslie Carter's husband and who is in London, bears upon the calmness of players in the theaters during an aerial attack.

"Last night, with every theater packed," he writes, "there was an attack. But the players were all brave, as well as jolly. When the bombs suddenly notified us what was coming, the actors turned it into a joke.

"At the Strand the 'Cheating Cheaters' star, Shirley Kellogg, snapped her fingers at the crackling overhead and all kept to their seats and applauded when she said: 'I should worry. Soon you'll hear our lion roaring.'

"At the Savoy A. E. Matthews, appearing in 'Nothing but the Truth,' smilingly remarked: 'Don't go. Help us carry on or I'll lose my bet.' 'Right-o,' shouted a voice in the gallery and the play went on.

"And so it was at the other 50 theaters and music halls in town. The spirit displayed in the theaters is one of the best backbone stiffeners the nation has to command. Its influence can hardly be measured. Whenever the air raids start everybody shouts 'Carry on, carry on.' And they do. It's a wonder some English George Cohan or Irving Berlin doesn't write a song about it."

* * *

A "Thrift Stamp Tipping Club" is proposed for the theatrical profession, with its members pledged to tip only with war savings stamps.

Marcus Loew is heading the movement, and when the club is formed in New York City branches are to be established in the theatrical profession throughout the country. Jack Lait has agreed to promote a similar club for his native village, Chicago.

Mr. Loew, besides devoting himself to many other side issues which go toward promoting any step taken by the Government as a war measure, thought out that show people in their busy life might not look upon the thrift stamp as a savings investment. With the stamps retailing at 25 cents each and so many professionals often tipping that amount, the idea struck the vaudeville manager that the show people could comply with the Government's request to purchase war savings stamps and make practical use of them through the tipping distribution.

* * *

Henrietta Crossman is rehearsing in a vaudeville act called "For Our Boys," in which Frank Evans is her leading man.

* * *

Picture four houses, two facing on Fifty-sixth street, two on Fifty-seventh street (New York, not Portland), with backyards adjoining. Lilac bushes grew in each yard, the same washday was observed in each home, but the families were not neighborly, having decided that the safest way to keeping neighbors' friendship was to leave them alone.

Each family in these four houses had a son. Each set of parents believed their particular son was the greatest embryo President ever brought into the world, but, to the dismay of all the parents, who would have liked their sons to follow classical careers, these boys developed strange tastes in music, making weird syncopated noises, such as the parents had never heard before, and, for the first time, doubts came to them as to Presidential possibilities. These youngsters were not just what they should be, so they gave up in despair, and left them to their own devices.

Now, these parents, whose backyards overlooked each other, are quite as proud as though the White House had received their sons, for each of the four boys is as well known in his way as the President in his, for the names of the four are Jerome Kern, Silvio Hein, Bert Grant and Lew Hirsh.

* * *

Answer to Doll, Salem—(1) Cyril Maude and Arthur Maude are no relation whatever. (2) Arthur Maude and Constance Crawley appeared in Salem about five years ago in an English play called "The Broken Law," but they did not play it in Portland.

* * *

May Irwin is vacationing at her farm on one of the Thousand Islands.

TOO MUCH FOR ONE MAN TO DO

Great Tasks Imposed on Secretary of the Treasury.

Springfield (Mass.) Republican (Dem.)

While the Secretary of the Treasury is spending several weeks of his precious time touring the country in the heroic effort to sell liberty bonds, important matters of business are being held up in the office of the director-general of railroads. The war finance corporation, of which the Secretary of the Treasury will be the chairman, is still to be organized, although there ought to be no delay.

As Secretary of the Treasury Mr. McAdoo is properly making liberty loan speeches throughout the United States. But, as director-general of the railroads of the United States, he ought to be in Washington, where urgent questions wait on his decision. The commission appointed to revise the wage scales of railroad employes filed its recommendations at least a week ago, but they cannot be acted upon by the director-general of railroads while the Secretary of the Treasury is campaigning for the loan. The contracts between the Government and the railroads providing for compensation for the roads during Government operation are still in the air, it is reported, because certain difficult points bearing on the precise definition of net income must be settled by the director-general. Negotiations for the merger of the four big express companies so that they may act as the Government's agent in express business of the country are also held up until the liberty loan campaign is ended.

It is not charged that the placing of the contracts for new cars and locomotives has been delayed on account of the action of the director-general of railroads devoting all of his time during the loan drive to the duties of the Secretary of the Treasury; that matter appears to have been disposed of. But the National Coal Association has issued a statement concerning the production of bituminous coal for next Winter that is alarming.

The coal situation, as the country learned last Winter, is essentially a coal car and railroad situation. The Federal Fuel Administration has lately been heard from to much the same effect as this National Coal Association, although it may not have spoken out so plainly. Here is a big job for the director-general of railroads and there is no time to be lost in tackling it. Another coal scarcity next Winter would be inexcusable if measures can now be taken to prevent it.

Mr. McAdoo is one of the ablest administrators the Government has had in many years; his record proves it. It is astonishing that he has done as well as he has with both the Treasury Department and the railroads since last December. But the indications are that one man is being given altogether too much to do. It is an unsafe risk to continue the present arrangement permanently. Mr. McAdoo ought to pick either finance or railroads and devote himself exclusively to one or the other.

CANNOT OREGON FURNISH OIL?

Inquirer Wants to Know Why State Is Not Petroleum Producer.

PORTLAND, May 8.—(To the Editor.)—In The Sunday Oregonian, under the heading, "Oil Will Be Scarce," you quote from a letter written by Secretary Lane in which the Government's deep concern over the oil situation is apparent. Other articles appearing recently in your paper have pressed the same subject upon the attention of the people. Director of Petroleum Mark L. Requa in his speeches before oil men has said production must be increased and every encouragement given to the opening up of new fields.

The impending oil famine, the rapidly increasing demand, the constantly swelling price of crude oil, considered alongside of the prosperity that oil production brings to a state, make pertinent the inquiry: "Why is not Oregon in the oil-producing class? Who is competent to answer? Let us hear from him.

In connection with a reply to the question a short review of the oil industry of California, showing what it has meant to the state commercially, would be, I think, interesting reading to your patrons. It would also be interesting to know what Oregon's contribution to California's oil prosperity has been in the last 15 years.

A. C. BURROUGHS.

Information About Naval Enlistments.

WALTON, Or., May 8.—(To the Editor.)—Kindly tell me the nearest address where one may send for literature concerning the different branches of the Navy a young man may enlist in.

SUBSCRIBER.

The United States Navy Recruiting Station, Dekum building, Portland, Or.

Whose Carrier Pigeon?

FORT CANBY, Wash., May 8.—(To the Editor.)—A carrier pigeon lit in our back yard in an exhausted condition Saturday, May 4. It was easily caught and a copper band on its left leg was engraved with the following: (A 1917, O 1656). The poor thing has lost its right foot, evidently some time ago, as the stump has healed over nicely, and it manages to hop around very well on its peg leg. The boys here at the station have already put up a good-sized birdhouse for its accommodation and it appears to be quite at home. I would like to hear from anyone who knows anything about this pigeon, should this come to their notice.

ALFRED RIMER,
U. S. Coast Guard Station,
Fort Canby, Wash.

Women in Navy.

PORTLAND, May 8.—(To the Editor.)—Please publish the branches of service women can enter in the United States Navy and also the requirements.

ELIZABETH O'CONNOR.

Women may serve in the Navy as nurses, telephone switchboard operators or yeomen. The latter must be stenographers. At present all service performed by women is ashore. Write to commandant of Thirteenth Naval District, Navy-yard, Puget Sound, Wash.

Nurses in Army.

PORTLAND, May 8.—(To the Editor.)—To whom do I apply for information concerning Army nursing for services in France—not Red Cross? Would like to enlist from State of New York.

J. P. M.

Apply to Miss Dora Thompson, Army Nurse Corps, War Department, Washington, D. C.

Women as Yeomen.

WALLA WALLA, Wash., May 6.—(To the Editor.)—To what address should a woman write for information regarding examination for yeoman?

R. J. ERWIN.

Write to commandant of the Thirteenth Naval District, Navy-yard, Puget Sound, Wash.

Whereabouts of Sailor.

THE DALLES, Or., May 6.—(To the Editor.)—Tell me how to ascertain the whereabouts of a certain person who enlisted in the Navy in April or May at Portland, Or.

A SUBSCRIBER.

Write to Navy Department, Washington, D. C.

When Soldier Marries.

SHERWOOD, Or., May 6.—(To the Editor.)—Does a soldier have to have a permit from his company commander to get a license to be married in Vancouver, Wash.?

G. NEWMAN.

He does

In Other Days.

Twenty-five Years Ago.

(From The Oregonian of May 9, 1893.)

The electrocution of Carlyle W. Harris, which took place at Sing Sing, New York, yesterday, was pronounced to have been highly successful.

City of Mexico, via Galveston, Tex., May 8.—General Gonzales, ex-President of the republic of Mexico and Governor of the state of Guanajuato, died here this afternoon.

A meeting of the Oregon State Baseball League will be held at the Hotel Willamette at Salem Thursday and a schedule and constitution will be adopted.

Washington, May 8.—The serious aspect of the revolution in Nicaragua will probably result in the United States sending a war vessel to the west coast of the perturbed country.

The Republican city convention has been called for May 19 at 2 P. M. at Turner Hall.

The work of electrifying the Portland & Vancouver Railway is being pushed forward as rapidly as possible, in spite of the unfavorable weather.

Fifty Years Ago.

(From The Oregonian of May 9, 1868.)

Advices respecting the Arkansas election say that the district commander extended the time for holding the election several days in consequence of severe storms and high water, which prevented voters from reaching the polls.

The directors of the Suez Canal are pushing the enterprise with great vigor, and declare that it will be finished next year.

The Appletons offer Charles Dickens, the noted author, $25,000 for the advance sheets of his next novel.

The New York Tribune has over 300 editors, correspondents and reporters.

Mr. Bartholomew's Great Western Circus will perform this evening for the last time in Portland.

The tide of emigration now setting toward this Coast is unprecedented since 1852.

Governor M. F. Moore, of Washington Territory, arrived here by the steamship George S. Wright this morning. He is on his way to the eastern portions of the territory on business connected with his office as Governor.

SALVAGE FROM CITY'S GARBAGE

Material Recovered Does Not Pay for Incineration of Remainder.

PORTLAND, May 8.—(To the Editor.)—A communication appearing in The Oregonian of May 7 relative to the free collection of garbage, signed by Mrs. Alice Madoris, states: "After the first year the fund from the salvage should be sufficient to take care of the collection and practically eliminate all tax for carrying on the system."

'Tis a consummation (of garbage) devoutly to be wished, but such a beneficial condition would not result. The city of Portland is now salvaging practically all the garbage collected and it does not pay the expense of incinerating the portion that has to be destroyed, to say nothing of the cost of collection.

The free collection and disposal of garbage cost the city of Seattle for the year 1915, four years after the adoption of the system, $239,792.25 and everything was salvaged that it was possible to salvage, practically nothing being incinerated. If we should experiment with the same plan our results would be the same as theirs.

It has been but a few years since a law was passed placing a limit on the tax levy and now one-half of the measures submitted for the next election provide for a tax levy over such limit. It is surely not as essential that we vote a tax levy for free collection of garbage as that we vote to raise sufficient revenue to conduct the affairs of the various branches of city government that we now have.

It is not a time to experiment with new affairs or to create other departments of city government that require additional tax levies.

BRUCE C. CURRY.

EARLY HUSBANDRY IN OREGON

First Twelve Potatoes Planted at Astoria in 1811 Yielded 190.

PORTLAND, May 8.—(To the Editor.)—At this time, when products of the soil occupy a large place in public consideration, it may be worth while to note the starting point of the same in Oregon. The sea expedition of the Astor party left New York on the Tonquin September 6, 1810. Among the stores of food were a lot of potatoes. Upon arriving in the Columbia River March 24, 1811, a few days were spent in selecting a place for a permanent establishment. The present site of Astoria was chosen and landing there was effected on April 12. As soon as the land could be cleared garden seeds were planted, including potatoes. Only 12 of the potatoes grew, yielding 190. Of the garden seeds, only radishes and turnips grew. Of the latter there was one which weighed 15½ pounds. The crop of potatoes for 1812 was five bushels and in 1813, from two bushels at planting, the yield was 50 bushels.

Goats, sheep, fowl and hogs were brought to Astoria from Honolulu on the Tonquin and landed near what is now Fort Stevens on March 27, 1811.

In March, 1825, Dr. John McLoughlin, the chief factor of the Hudson's Bay Company, began his operations at Fort Vancouver. In the Fall of that year he caused to be brought overland from Canada one bushel each of wheat, oats, barley, corn and a quart of timothy grass seed. These cereals and the grass seed were planted in the proper season, and all yielded well except the corn.

The foregoing fixes the dates when husbandry began in Oregon.

GEORGE H. HIMES.

Unjust Law Affects West.

CANBY, Or., May 6.—(To the Editor.)—On the first page of the Woman's Home Companion for May is an article by Rex Beach, a noted author and writer, entitled "Will You Sanction This?" It is a timely word against the new postal law for all magazines and periodicals which goes into effect July 1, 1918. As this is an unjust and discriminating law, especially to Western people, it ought to be repealed and will be if the people of the West and South get busy at once and send in as many protests against this law to their Congressmen as possible. Every organization, great or small, should send in a petition for repeal of such a law. All who read this letter and are unfamiliar with the new law on magazine postage to go into effect soon should make an effort to read the above-mentioned article.

MRS. JOHN M. EVANS.

Solution of Farm Labor Problem.

YAMHILL, Or., May 7.—(To the Editor.)—In solution of the farm labor problem I would suggest that after May 17 the defeated candidates be given a chance on the farms. They now appear anxious to get close to the farmer. The fact that they are seeking office is a self admission that they can be spared from their regular line of work(?).

I can use a dozen here in a 50-acre prune orchard.

It would be only fair to the Democrats to state that the family pork barrel is empty.

O. W. HAYNES.