

The Oregonian

PORTLAND, OREGON. Entered at Portland (Oregon) Postoffice as second-class matter, October 3, 1907. Subscription rates—Invariably in advance: Daily, Sunday included, one year \$5.00; Daily, Sunday included, six months \$2.75; Daily, Sunday included, three months \$1.50; Daily, without Sunday, one year \$4.00; Daily, without Sunday, six months \$2.25; Daily, without Sunday, three months \$1.25; Sunday only, one year \$1.00; Sunday only, six months \$0.60; Sunday only, three months \$0.35. (By Mail) Daily, Sunday included, one year \$5.00; Daily, Sunday included, six months \$2.75; Daily, Sunday included, three months \$1.50; Daily, without Sunday, one year \$4.00; Daily, without Sunday, six months \$2.25; Daily, without Sunday, three months \$1.25; Sunday only, one year \$1.00; Sunday only, six months \$0.60; Sunday only, three months \$0.35. How to Remit—Send postoffice money order, check or cash. Stamps, coin or currency are at owner's risk. Give postoffice address in full, including county and state. Postage Rates—12 to 16 pages, 1 cent; 18 to 22 pages, 1 1/2 cents; 24 to 32 pages, 2 cents; 34 to 40 pages, 2 1/2 cents; 42 to 48 pages, 3 cents; 50 to 60 pages, 4 cents; 62 to 100 pages, 5 cents; 102 to 125 pages, 6 cents. Foreign postage, double rate. Eastern Business Office—Verre & Conklyn, 115 Broadway, New York City. Verre & Conklyn, Steger Building, Chicago; Verre & Conklyn, 100 California Street, San Francisco; Verre & Conklyn, 100 California Street, San Francisco representative, J. J. Bidwell, 542 Market Street.

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PORTLAND, FRIDAY, JUNE 14, 1918.

THE WOMEN'S LAND ARMY.

Efforts of American women to duplicate the resolution of the New Britain Land Army of England, which found expression in the organization last December of the Woman's Land Army of America, will be watched with especial interest by those chiefly dependent upon the size of our crops and the success of the harvest. The Woman's Land Army in England numbered 280,000 at the beginning of the present year. The army in the United States had enrolled some three thousand at last accounts, and was growing rapidly.

The new army has received the endorsement of a large number of patriotic societies, but it is chiefly upon the opinion of experienced observers that women can be utilized advantageously in the country's agricultural crisis. The British venture has passed the experimental stage. Success of an organization which employed more than seventy women at Mount Kisco, N. Y., last Summer and Autumn demonstrated the capacity of women to do many kinds of farm work heretofore considered the province of men. It was the judgment of enthusiasts that women atoned by greater conscientiousness for their lack of physical strength.

The superintendent of a California enterprise which has employed large numbers of women for outdoor work recently testified that they had set a new pace of achievement and sometimes excelled the men who were at work in the same fields. One woman showed deficiencies in the handling of tomato plants which had never been approached by a male worker. Several were employed as teamsters and made good. Others were conspicuously successful in dairying. This was worth commending because it was women American women. In some parts of Europe dairying is regarded essentially as women's work. Americans are demonstrating that without regard to sex the equality of women is a reality.

Considerations of a patriotic self-sufficiency have prevailed in instilling enthusiasm into the workers in the beginning, but the experience of a season has shown that with certain provisions for housing, food, clothing and workers, they are likely to prove an important factor in the future. The Mount Kisco experiment was highly organized, although on a small scale, and it was made possible for women to live in houses, to have their own clothes, with adequate chaperonage, and to conduct co-operative housekeeping which insured good quality of food at minimum cost. Contracts were made with farmers by the organization themselves, and by the day, the hour or the piece, and the organizations collected payment and distributed it. The best evidence of success is the testimony of employers themselves, who are now making the arrangement for the coming year.

There being no "peasant class" in the United States, the new women's army has been intensely democratic. It has drawn its recruits from almost every class of the community. "Women used to intellectual effort," said one of the leaders recently, "find farm work in congenial company a rest and tonic to the nerves." "Congenial company" is rather broadly defined. Most of the women who have found the company of others animated by the same enthusiasm and the same patriotic desire to perform and to be congenial. The cheerful spirit which has marked the movement has gone far toward lightening its tasks.

ASSEMBLING PLANTS FOR SHIPS.

In the course of little more than a year the United States has discovered the system by which an immense tonnage of ships can be produced in a short time. That system transforms the shipyard from a place where every part of a ship is made and then put together, and where each vessel has a distinct individuality, being unlike any other in some important respects, to a manufacturing plant for materials which have been made and fashioned at distant and widely scattered points and where many vessels follow the same standard plans.

In the old days logs were hauled to the shipyard, there to be cut into the proper form, and sails and rigging were made there to fit each ship. Each ship was built to suit the particular whims of each owner, just as a house is built to please the housewife. When steam supplanted sail power, the engine and machine shop gradually supplanted the sail loft, but things went on as before until the advent of the developed into a distinct craft. The work of designing and drawing and cutting material was duplicated for each ship, and change came only by degrees when steel took the place of wood. All of these customs are being abandoned and replaced by a system of overhead expense and much labor which was saved in industries where large numbers of identical articles are made in quantity.

The war brought the change, and our own present efficiency is the fruit of experience gained while we were still neutral. The British government wanted hundreds of submarine chasers built quickly according to the same plan. Speed for boats that were to remain on the ways while each particular plate and other part was being shaped and joined to its neighbor. It must be hurried into the water to make room for another. Hence the plates were cut and shaped at the steel mill and as many of them were riveted together there as could be transported in one piece. So it was with other

parts. Engines, electric machinery and tanks were prepared in the same way. Ideally, a boat launched at Newark might actually have been built at several points as far West as Chicago. It is in the freight cars. When the call for the emergency fleet arose the same system was applied. Shipyard were changed into assembling plants for material and machinery, which were gathered from all parts of the country. Much of the yards for building ships of fabricated steel on the Atlantic Coast, but the same thing is being done in some degree in Portland, as to both steel and wooden ships. The production of steel alone will produce as much tonnage in 1918 as was produced in the entire United States in 1917. This is the fruit of the American efficiency brought to its present standard in less than two years. It compares well with German efficiency, which is the attainment of more than forty years' effort. It proves the superiority of democracy to autocracy. An incentive to co-ordinated brain and muscle of many men at widely separated points.

THE FLAG.

June 14 is set apart each year for homage to the flag of the Union, in pursuance of our national custom. Institutions with special anniversaries, and we shall profit by devoting some moments today to reflection upon what the flag means to us in times like these. The flag of the United States is today the emblem of a united people, and in a special sense of a Nation battling for the rights of democracy. We have won our own spurs, and we have set our minor issues at home, and we have elected to fight for the flag of our united people, and in a special sense of a Nation battling for the rights of democracy. We have won our own spurs, and we have set our minor issues at home, and we have elected to fight for the flag of our united people, and in a special sense of a Nation battling for the rights of democracy. We have won our own spurs, and we have set our minor issues at home, and we have elected to fight for the flag of our united people, and in a special sense of a Nation battling for the rights of democracy.

A NATIONAL HIGHWAY SYSTEM.

Co-ordination being the order of the day, the resolution of the New Britain, Conn., Chamber of Commerce is pertinent. It urges on the Federal Government and the several states "the importance of adopting a programme that will insure adequate highway construction so that our highways may properly carry their share of the burden of transportation," and proposes "the creation of a centralized Federal authority to determine the highway program, and the Government's participation of railroads with waterways has long been urged in vain, but is now to be worked out under Government operation of railroads. The scheme now needs expansion to include highways." Under the pressure of war traffic we have come to realize that highways are an integral part of our transportation system. Unable to get automobiles hauled by railroads from the Middle West to the Atlantic seaboard, export manufacturers have sent them over the highways by their own power. In the same predicament Army officers have done the same thing and have gone back to the States in trucks with Army supplies. We have had a most dramatic illustration of the use of motor transport over solid highways in the daily train of 5000 trucks which were instrumental in enabling the invading French to make their way to the Marne, and then the cannon loaded on armored trucks and then on tractors have shown us the part which roads play in actual battle. The highway is not a subordinate but a prime factor in both commerce and war.

ELIMINATING GERMAN NAMES.

It probably will not require enactment of a Federal law to change the names of cities, towns, townships and highways in the United States now designated as the Kingdom of Berlin, or some variant of either, but Representative Smith, of Michigan, proposes to take no chances. He has introduced a bill requiring that the changes be made. No issue of state or local rights is involved. Every city, town or village that mall addressed to towns so designated shall not be transmitted through the mails and that ought to bring about the reform with all speed. The bill has already been changed to name of a Germantown and to "Liberty Town road," and so are able to watch the course of other communities with a clear conscience. Portland has gone further by eliminating Teutonicism from the names of its streets. It is perhaps not generally known that there are twenty-eight places in the United States in which "German" appears, and thirty containing "Berlin." Ohio, with nine appellations containing one or the other, leads the states. Wisconsin, where we would have expected more, has only three. There is no doubt that the general movement toward stamping out all memories of German kultur is having its effect. The Kopyanek talks, which caught the idea when it said that the European victories of the Germans were "in a measure balanced by the losses we have suffered in America." A German press has practically gone out of existence; German is being eliminated from the schools; German associations are finding new names. If the Prussian leaders were thin-skinned, how they would suffer at the thought of their own embarrassment they have brought upon their own countrymen.

TO WHOM THE CREDIT IS DUE.

There has been an interesting discussion of the question how the selective service law came to be administered by civilians. That feature of the law distinguishes it from the conscription laws of governments which make military supreme over civil power. In a country like Germany the army takes a man for military service, but in the United States a man is taken for military service by his neighbors and fellow citizens send him to the Army. Thus our National Army is a product of power exercised by civilians and is relieved of the sinister features of militarism through the selection of soldiers by civilian boards instead of by some military tribunal. Some have given credit for originating this scheme to President Wilson, but the President says that the Provisional Marshal-General Crowder devised the mechanism of exemption boards and district boards formed through "the voluntary action of state, county and city officials." Representative Hayden, in the interests of historical accuracy, brought out the facts before the House. Quoting from the hearings before the House military committee, he showed that the War Department had not determined on a plan when Secretary Baker testified on April 9, 1917, but that Representative Shallenberger, of Nebraska, called attention to the fact that "England has a civil tribunal to administer the law." This led Mr. Baker to lay the British law before the committee two days later. Mr. Shallenberger then offered an amendment to the

War Department draft of the bill empowering the President to establish local and district tribunals with this proviso: "A majority of the members of each tribunal shall be citizens of the United States not connected with the military establishment."

The Senate adopted a section offered by Senator Kellogg providing that the local tribunals shall be "composed of the members of the local civil government," and the section finally adopted required that the President appoint boards of three or more members, one of whom shall be connected with the military establishment, to be chosen from among the local authorities or from other citizens residing within the subdivision. The trouble with a good deal of farming in the past—a trouble which has been driving the young men to the cities—has been that farmers have not received adequate returns on the actual capital invested. They have capitalized the labor of their wives and sons and daughters and have made no charge against the plant for interest on capital and have been content if they "came out ahead" at the end of a year, or of a series of years. Our Wall street friends will not thus deceive themselves. Every dollar that goes into the pot will have to give account of itself; every field will have its profit and loss column; every acre will have its acreage studied. The wife of the president of the corporation will not be compelled to can the unmarketable produce to save it and to run the family table on culls. There will, perhaps, be a better understanding of the laborer and the farmer, and in a word, there will be efficiency, or else the enterprise will presently be discontinued. It will not be conducted indefinitely at a loss.

The summing up of the whole matter is that Executive, legislators and soldiers were, alike deeply interested in the spirit of democracy and that each in his turn worked for perfection of a compulsory service system which would make the Army the product and servant, not the master, of the people. They thus proved that militarism consists not in the fact of compulsory service, but in the spirit and manner of its application and in the use to which it is put.

THE CAMOUFLAGE FROCK.

Dear Doc: Why don't you suggest to the War Department the idea of the camouflage frock? This should be cut for both high and low visibility, and almost invisible when every body else is wearing a dress. The effect of those pictures in which the heroine's dress is the same color as the background is that all one can distinguish are the upper and lower visibilities, where the dress ain't. This would necessitate different frocks for different streets and situations, but it would be a good thing for everybody. In the beginning it is certain to produce a certain amount of staple food, which we must have, at whatever cost. It will furnish capital for the farmer, and show the value of tractors and other machinery. The fact that Maryland has bought four American tractors this year, while France has taken 1500, shows that we at home need to be waked up. The scheme is likely to be worth while. The Wall street investors can afford to lose, and all farmers will profit by watching them, whether they succeed or fail.

THE PIPESMOKE CARRY.

When Summer is dead and the stream is mute, and the snows lie deep across the trail, or when the fair winds pleasantly delude us into thinking that Winter is over and gone—one has only to pick up a stray pipe and a few sticks of tobacco and a tin of matches and disclose the Pipesmoke Carry, which flings uphill from the lake-edge and downhill to the margin of new waters. The carry is a less ponderable than canoe and pack, nor are town streets smoother or more free of foot-snares than this phantom trail. It is not in all the wilderness a fairer carry than the Pipesmoke one, for it is a composite of many well-remembered roads. It winds through the woods, over the hills, and through the drops its dead" and sun-drenched opens where the chorric poppies sway and sing, through cedar swamps and alder thickets (strangely passable), and wild meadowland whereon the dwarf rose grows. Now it breaks through the brush to halt upon a hilltop for a long look into the Valley of Silence. And all along the way the letters are read, the catches of bird song, a scent of twin-flower, an endless tinkle of brook water. While the pipesmoke wreaths these pleasant pictures, one may tell himself that he is in haste for riches and leisure and freedom to range the forest whenever the gods may call; but forest spell is not something that passes with youth. Age modifies most opinions, but not this. There are poets and music-makers of our youth and there are poets and music-makers of our later years; but the latter are like a certain melody or phrase, is for all time—never less wonderful than at the moment when it made its first appeal. The vision which the first aptly chosen words make to contain the lyric note, never the epic. In the plexus of my mind, the train there are no mountains, no awesome passes; the few hills are low and fir-clad. One cannot be intimate with a mountain, for mountains are less than mountains; the stars; with a hill it is different. Even the poets have not been drawn to close communion with the peaks. Byron alone seems to have exhibited energy in mountaineering. To some nations the mountains speak as nothing else, not even the peaks; the mountains speak for the most part have found their inspiration in the murmuring wood, the running brook, the way-side flower, the homely countryside.

HOW SONGS ARE MADE.

Tell you how my songs are born? With pleasure, love, I write them. You embelated me one wintry morn— And I am singing still! —Laura Blackburn. Speaking of words, why do so many people pronounce Joan (in Joan of Arc) as "Joan"? It is "Jo-an." It is "Jo-an" and she wrote it, not Jenne "D'Arc" but "D'Arc." Mr. Hunn is the assistant editor of the Advocate of Peace, published by the American Peace Society. That ought to help. Ashes will wind the war. Sift them.

UNAPPRECIATED GENIUS.

Sir: The British police court which fined a milkman 18 3/4 and costs for giving milk-watered milk when he had testified under oath that it was shell shocked that weakened the cows that gave the milk—that court simply ignores the British lack of appreciation of genius. In the U. S. A. a milkman of such ready talent would have been put on the advisory board of puppets even made director of Publicity. "FOR GOD'S sake tell the truth about Ireland," voxpop Captain of Police Gallery. Well, Cap, if you insist, here is a milkman that doubts his entire existence to self-commiseration will ever get anywhere. And the same is true of an individual. As soon as a man begins to feel sorry for himself he's through. SIGN in Englishwood: "Have your shoes Hoovered here." You may, if you please, add something about half-starved soles. "The trouble lies in the indiscriminate sale of revolvers and liquor." Crime experts say that the sale of ALL in favor of stopping the sale of revolvers will rise.

HIGHER MATHEMATICS.

The fight took place 5560 meters (more than 2000 miles) in the air. In Russia the relations between the sexes are becoming as confused as the political relations. We can make nothing of them. Does anybody know, for example, what would be the status of a child whose mother was a Briton and whose father was a soviet? Would it be a duma? "U-boat Sinks Cork Steamer."—Norfolk, Va. Pilot. How quaint the ways of paradox!

FLY THE FLAG TODAY AND WEAR ONE.

The duty of Old Glory!

A Line of Type or Two.

How to the Line, Let the Quips Fall Where They May.

On the Spruce. How dark and brown will be the taste, The dawn how dull and gray, What time the Prussians sober up At Berlin on the Spruce.

The katzenjammer they will have Who now await with glee The knapsack drops we have prepared For Berlin on the Spruce.

"Coal is coal," a coal man writes us, and adds: "If you can't get what you want, take what you can get." We have a better plan than that. Get what you want, and if you can't get it, spend the Winter on the Equator.

IN THE WORDS OF PAINE.

"These are the times that try men's souls. The Summer soldier and the sunshine patriot will, in this crisis, shrink from the service of their country; but he that stands it now deserves the love and thanks of man and woman. Tyranny, like hell, is not easily conquered. Yet we have this comfort with us, that the harder the conflict the more glorious the triumph. What we obtain too cheap we esteem too lightly: it is the measure only that gives everything its value."

RECRUITS JAM NAVY OFFICERS; WANT REVENGE ON 'BOATS.

The "retaliate" result, since 1914, of German frightfulness. Every Zap raid was worth to England, as Kitchener said, a hundred thousand volunteers, and similarly every boat off the coast of the United States is worth more than the Scotch clan leader's horn was able to summon.

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Dear Doc: Why don't you suggest to the War Department the idea of the camouflage frock? This should be cut for both high and low visibility, and almost invisible when every body else is wearing a dress. The effect of those pictures in which the heroine's dress is the same color as the background is that all one can distinguish are the upper and lower visibilities, where the dress ain't. This would necessitate different frocks for different streets and situations, but it would be a good thing for everybody. In the beginning it is certain to produce a certain amount of staple food, which we must have, at whatever cost. It will furnish capital for the farmer, and show the value of tractors and other machinery. The fact that Maryland has bought four American tractors this year, while France has taken 1500, shows that we at home need to be waked up. The scheme is likely to be worth while. The Wall street investors can afford to lose, and all farmers will profit by watching them, whether they succeed or fail.

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FLY THE FLAG TODAY AND WEAR ONE.

The duty of Old Glory!

Education in Flag Etiquette and Anthem Courtesy is Needed.

MYRTLE POINT, Or., June 13.—(To the Editor.)—In the editorial appearing in The Oregonian under the caption, "Saluting the Flag," we are confronted with a subject most worthy of consideration. The complainant is quite right in his contention that we are patriotic in all respects save the civilians proper reverence toward the Nation's colors. Lack of patriotism is not responsible for the prevailing public neglect to pay a proper respect to the flag. Oversight of schools and patriotic organizations to institute a systematic form of education in this line appears to be the real fault. The Army and Navy have been the only organizations to educate members in the etiquette of the flag. Barring some instances the civilian public has never been trained to pay its respect to the flag through the use of a standard code of manners. We must now depend upon educators who realize the importance of such outward symbols and we must hope that they will inaugurate a system of patriotic customs which will be eventually adopted in our schools. The Council of National Defense could be instrumental in securing immediate action through the medium of its state organizations and other affiliated bodies.

Last Winter the writer was a spectator at a military parade, viewing it from a number of points along the line of march. The people gathered in groups at various places; lack of proper respect to the flag was noticeable, such errors being affected by means of different phases of consideration. Not knowing the exact form of salute, timid about execution, or indisposed, all seemed to have adopted the same other fellow would do and naturally followed the majority. Where the salute was given it was according to custom in many instances only after the flag had passed. The complainant might have included in his list of organizations that we are also delinquent in regard to extending proper courtesy toward our National anthem. It must be recognized that universal adoption of a code of manners under a systematic campaign of education is needed. Flag and anthem courtesy is quite essential to American citizenship. GEORGE E. TONNEY.

DIRECT PRIMARY NEEDS CHANGE.

Selection of Candidates Now Subject to Evil Influences, Says Writer. PORTLAND, June 13.—(To the Editor.)—The letter appearing in The Oregonian June 12, from E. J. Ellsworth, of Coquille, Ore., in which he says, referring to our primary election law, "that a vast majority of our voters clear their conscience by devoting their votes to a candidate who is a political element to influence the selection of candidates of other political parties," certainly hits the nail squarely on the head. I see in the Portland Journal, of this same date, a sample of this vicious "barbed" habit of the voters. The editor of the Republican party after having registered therein, is a supporter of the ticket, except at a primary with a sabotage intent. When the law allows an element to be nominated by the voters as candidates, it is no wonder that many people are disgusted and ignorant of the primary, and honest and efficient officers are few and hard to get. The system should be fumigated and corrected. GEORGE H. HAMILTON, 474 Liberty street.

THINGS I'D LIKE TO BE.

I'd like to be a little bird; Perhaps a snow-white dove; Or a white letter with my wings, All weighed down with love. And fly to where our soldier boys Await in camps and forts To hear the order, "All aboard." And sail for "somewhere" ports. I'd like to be another bird, This time the petrel kind, With wings so tireless, strong and true, I'd breast the roughest wind. I'd follow where each transport goes, And watch its course by day; At night I'd be the light of the bay; And listen what they say. And then I'd like to change again, To come to the carrier's feet; Fly, fly, and fly, and fly away, With all my winged speed. I'd fly above the censor's head; Straight to each home I'd go; And there I'd tell just everything The loved ones long to know. And then again I'd like to change, And be a meadow-lark; I'd sing "somewhere" in their lands From morning dawn till dark. Perhaps our boys would hear my voice, And then they'd look above, Beyond the clouds to catch my cries, And think of home and love. An eagle bold I then would be; I'd perch above the state fields; That struggle all the azure fields Beyond the crimson bars. I'd cry above the battle roar, "Oh, boys, be brave and true; The weary eyes of this sad world Are centered now on you." I'd like to be a flock of birds, And turn to aeroplanes; I'd come to the window and clouds And waves and storm-tossed mains. I'd mount beyond the battle-front, To see the fierce, tough fray; I'd drop some bombs on Kaiserland, And end the war today. —MRS. ELIZABETH SIERWOOD.

Washington Marriage Law.

CULTIVATION OF STREET. TOLEDO, Or., June 12.—(To the Editor.)—A has a berry patch above the sidewalk on a strip of street which cannot travel. For three years A has cultivated the berries. B now claims the right to pick the berries because they are in the street. A claims the right to pick the berries because it is a highway for travel. Who is morally and legally right? If B uproots the plants can he be punished by law? —A. If this is a public street, it has been dedicated to the use of the public. No one can acquire any legal rights in its private use. In fact, the planting of crops in the public street would constitute, technically, public trespass. A question of moral right is not involved from the fact that the use of the public street for private gain is in itself a place legally wrong unless a permit or other legal authority is obtained from the city authorities. To safeguard his rights, A should apply to the city council for a permit.

Men in Exempt Class.

WESTON, Or., June 12.—(To the Editor.)—Is it true that the Government exempts from military service certain classes of men of draft age, such as ministers, physicians, dentists, etc.? —A SUBSCRIBER. A duly ordained ministers are put in class V, which is not considered available for military duty. There is no general rule affecting dentists and physicians.

McAdoo and Ford.

HALSBET, Or., June 12.—(To the Editor.)—Please tell the religious faith of Secretary McAdoo; (2) also the age of Henry Ford and how long he has been in the auto business. —A READER. (1) Mr. McAdoo is an Episcopalian. (2) Henry Ford was born July 19, 1863. He organized the Ford Motor Company in 1902. He had previously been connected with the Cadillac Company as an employed engineer.

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HALSBET, Or., June 12.—(To the Editor.)—Please tell the religious faith of Secretary McAdoo; (2) also the age of Henry Ford and how long he has been in the auto business. —A READER. (1) Mr. McAdoo is an Episcopalian. (2) Henry Ford was born July 19, 1863. He organized the Ford Motor Company in 1902. He had previously been connected with the Cadillac Company as an employed engineer.

Men in Exempt Class.

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Education in Flag Etiquette and Anthem Courtesy is Needed.

MYRTLE POINT, Or., June 13.—(To the Editor.)—In the editorial appearing in The Oregonian under the caption, "Saluting the Flag," we are confronted with a subject most worthy of consideration. The complainant is quite right in his contention that we are patriotic in all respects save the civilians proper reverence toward the Nation's colors. Lack of patriotism is not responsible for the prevailing public neglect to pay a proper respect to the flag. Oversight of schools and patriotic organizations to institute a systematic form of education in this line appears to be the real fault. The Army and Navy have been the only organizations to educate members in the etiquette of the flag. Barring some instances the civilian public has never been trained to pay its respect to the flag through the use of a standard code of manners. We must now depend upon educators who realize the importance of such outward symbols and we must hope that they will inaugurate a system of patriotic customs which will be eventually adopted in our schools. The Council of National Defense could be instrumental in securing immediate action through the medium of its state organizations and other affiliated bodies.

Last Winter the writer was a spectator at a military parade, viewing it from a number of points along the line of march. The people gathered in groups at various places; lack of proper respect to the flag was noticeable, such errors being affected by means of different phases of consideration. Not knowing the exact form of salute, timid about execution, or indisposed, all seemed to have adopted the same other fellow would do and naturally followed the majority. Where the salute was given it was according to custom in many instances only after the flag had passed. The complainant might have included in his list of organizations that we are also delinquent in regard to extending proper courtesy toward our National anthem. It must be recognized that universal adoption of a code of manners under a systematic campaign of education is needed. Flag and anthem courtesy is quite essential to American citizenship. GEORGE E. TONNEY.

DIRECT PRIMARY NEEDS CHANGE.

Selection of Candidates Now Subject to Evil Influences, Says Writer. PORTLAND, June 13.—(To the Editor.)—The letter appearing in The Oregonian June 12, from E. J. Ellsworth, of Coquille, Ore., in which he says, referring to our primary election law, "that a vast majority of our voters clear their conscience by devoting their votes to a candidate who is a political element to influence the selection of candidates of other political parties," certainly hits the nail squarely on the head. I see in the Portland Journal, of this same date, a sample of this vicious "barbed" habit of the voters. The editor of the Republican party after having registered therein, is a supporter of the ticket, except at a primary with a sabotage intent. When the law allows an element to be nominated by the voters as candidates, it is no wonder that many people are disgusted and ignorant of the primary, and honest and efficient officers are few and hard to get. The system should be fumigated and corrected. GEORGE H. HAMILTON, 474 Liberty street.

THINGS I'D LIKE TO BE.

I'd like to be a little bird; Perhaps a snow-white dove; Or a white letter with my wings, All weighed down with love. And fly to where our soldier boys Await in camps and forts To hear the order, "All aboard." And sail for "somewhere" ports. I'd like to be another bird, This time the petrel kind, With wings so tireless, strong and true, I'd breast the roughest wind. I'd follow where each transport goes, And watch its course by day; At night I'd be the light of the bay; And listen what they say. And then I'd like to change again, To come to the carrier's feet; Fly, fly, and fly, and fly away, With all my winged speed. I'd fly above the censor's head; Straight to each home I'd go; And there I'd tell just everything The loved ones long to know. And then again I'd like to change, And be a meadow-lark; I'd sing "somewhere" in their lands From morning dawn till dark. Perhaps our boys would hear my voice, And then they'd look above, Beyond the clouds to catch my cries, And think of home and love. An eagle bold I then would be; I'd perch above the state fields; That struggle all the azure fields Beyond the crimson bars. I'd cry above the battle roar, "Oh, boys, be brave and true; The weary eyes of this sad world Are centered now on you." I'd like to be a flock of birds, And turn to aeroplanes; I'd come to the window and clouds And waves and storm-tossed mains. I'd mount beyond the battle-front, To see the fierce, tough fray; I'd drop some bombs on Kaiserland, And end the war today. —MRS. ELIZABETH SIERWOOD.

Washington Marriage Law.

CULTIVATION OF STREET. TOLEDO, Or., June 12.—(To the Editor.)—A has a berry patch above the sidewalk on a strip of street which cannot travel. For three years A has cultivated the berries. B now claims the right to pick the berries because they are in the street. A claims the right to pick the berries because it is a