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PORTLAND, SATURDAY, JULY 13, 1918.

CHARLES M. SCHWAB.

In the person of Charles M. Schwab Portland welcomes the general of that army of workers, with both hand and brain, which is building the bridge of ships for the American Army to cross the ocean to France. He is the fifth man within a year to be placed in command. His predecessors were able men in various ways. They prepared a good programme of good ships, great shipyards and great engine works, and they assembled a mighty army of workmen to carry out their plans, but they lacked the capacity to get their army to work with a vim. Mr. Schwab brought to his undertaking the most essential qualities which they lacked—leadership and knowledge of men—and he combined with them eminent business ability, knowledge of steel and that broad and long foresight which takes in every part of his task and provides for its execution. He is a human dynamo, filled with energy and communicating energy to all who work with him.

For Mr. Schwab gets men to work with, not for, him. He is a leader, not a boss. He instills in others the idea that he is a fellow-workman, who knows his job thoroughly and does it well, and he inspires them with emulation toward himself and one another. It was by that means more than by the power of money or of managing ability that he built up the Bethlehem Steel Works from a bankrupt concern to the great industrial institution it is today, and that he added to it other industries until it has steel works, gun factories, shell factories and shipyards on both coasts and is now the greatest manufacturer of high-grade steel and the greatest builder of ships in America.

The Bethlehem plants do not consist merely of steel and iron, brick and concrete and other material things; they consist mainly of the tens of thousands of men, into whom Mr. Schwab has infused his spirit and who transform mere matter into the things which are the living embodiment of that spirit. At the outset he began to build up his human structure, without which those other structures could never have come into being. He picked from among the workmen in the mill fifteen young men and made them his partners in the management. He paid and still pays them only moderate salaries, but he gives them a substantial bonus in proportion to what they achieve for the company. He applies the same rule all the way down the line from the president to the laborers. In an article in World's Work entitled "Schwab, Leader of Men," Frank Parker Stockbridge quotes Mr. Schwab as saying:

> The use of the bonus system has been the only successful way to secure individual co-operation to the extent we have found desirable.

But money alone would not inspire the enthusiasm which moves the men of Bethlehem; that is the product of something else which Mr. Stockbridge calls "the mere impact of his personality." They regard him as "one of themselves," who knows what they are doing, what are its difficulties and who appreciates good work. He cultivates this spirit with a slap on the back which is welcome from a fellow-workman, but would be resented from a boss.

The Shipping Board needed just the qualities which Mr. Schwab could supply in order to speed up shipbuilding, and they are summed up in the one word—leadership. He could be so ill spared by his own great enterprise that the pleas of Chairman Hurley produced no effect, but a call to his patriotism from President Wilson met with ready response. His personal ability was, in effect, commandeered, as one part after another of the Bethlehem plants had been taken into the Nation's service. He set to work to get each man to "put his soul in his work," saying, "That is patriotism." He found the needed stimulus for all in patriotism, while with many he played also on the sporting instinct of rivalry and desire to excel, with others on their hobbies. He knew that men responded to praise and appreciation of good work, and he gave it liberally but with discrimination. When the Tuckahoe was built in twenty-seven days, he said to the workmen:

> Never did better men exist in any country of the world than exist here in the United States, and when aroused and when filled with enthusiasm nothing in the world can stand before us. Let us go to it, boys. I am with you all. I shall be with you in spirit every day, and I shall never be happy until the sea is filled with vessels. God please that you have your hearts as full of patriotism as mine—and to hell with the Kaiser every time you drive a rivet.

He backed up his words by giving his gold watch to Thomas E. Mason, superintendent of hulls at the Camden yard, and the answer was: "I am going to give them all that is in me, day and night."

Mr. Schwab's heart is in the work of beating the Kaiser, for he has been with the allies from the beginning of the war. Deceived by his German name, the Germans tried to buy control of his company, but they failed, and he has arranged matters so that they can never succeed, for he is 100 per cent American, and he has set out to prove how puny a thing is the goose-step efficiency of Germany when brought into conflict with the voluntary, teamwork patriotism of America fired by patriotic love of freedom.

He is a product of the American system of equal opportunity for all and is a living example of its superiority. He began life as a laborer, and he has climbed the ladder of success by his own efforts, which forced recognition of his merits. His career is proof that Napoleon's saying about every soldier having a marshal's baton in his knapsack can truly be paraphrased to apply to every private in the industrial army of America.

This is the man whom Portland honors today. The enthusiasm with which he is fired will be matched by the enthusiasm with which Portland and all Oregon have responded to every call of the country and are turning out ships, lumber and every other material of war. The best reception which can be given is the music of ceaseless activity in shipyard, mill, logging camp, machine shop and every other industry.

TELL 'EM.

The Administration finds it necessary to assure the newspapers of the country, through indirect channels, that no scheme of press censorship over news dispatches or wires is implied, or intended, by the proposal for Government control of telegraph.

It may be hoped that the President will take the Postmaster-General and the Attorney-General and others of his official family so far in his confidence that he will notify them that the extraordinary Government powers assumed by direct telegraph supervision are not to be used to harass or circumscribe a free press.

A sheep was once invited by a friend to take a walk down a lovely promenade through a dense forest. The sheep declined. Asked why, he said he feared the lurking wolves. "Didn't you know," replied the friend, "that peace had been declared between the wolves and the sheep?" "Oh, yes, I know it, all right. But do the wolves know it?"

The country knows, of course, that it is far, far from the President's present intention, under any circumstances, even of great provocation, to disturb the conduct of the National press; but do Gregory and Burleson know it?

ONE PER CENT CITIZENS.

An indignant member of an exemption board, name not given, makes the surprising statement that "one group of aliens has caused us more trouble than all other nationalities put together." He had reference to certain foreign-born citizens of a neutral country who had declared their intention of becoming citizens of the United States, but had not taken out their final papers, and were resisting the selective draft. The exasperated official was not more specific as to the identity of the offending neutral outfit. We cannot be more definite, and we will not even venture to guess. Others may.

But we have a notion all our own that the United States Government will not be content thus to release men of foreign nativity from an obligation fairly assumed and repudiated only when they found that they were not to be permitted to take everything and give nothing.

Not long ago a citizen of Kansas, one Carl Ballweg, who had lived in America for thirty-five years, died, and there was a great public tribute to his worth as an American citizen. It was recalled by the Emporia Gazette that last Christmas Mr. Ballweg had sent out a Christmas card conveying this straight-out sentiment of sound Americanism:

> I speak from the viewpoint of the foreign-born. I, and millions of others like me, came to this country alone, without friends. We sponged on all America had, her free lands, her free schools, and, above all, her spirit of open-hearted comradeship. She owed us nothing, but she gave all. We swore allegiance to her flag, her Constitution and her laws. We would be recreants, ingrates, perjurers and curs if, in the hour of her need, we counseled with her enemies and were disloyal to her cause.

The Ballweg creed is commended to any and all who may think they have no duty to the land of their adoption, as it will be commended by the great throng of real American citizens who acknowledge and declare their duty, and are doing it.

It is inconceivable that the American Government intends to do nothing with or about half-and-half citizens, coming from abroad, who will not raise a hand to protect a flag whose protection they claim and which protects them.

CURE FOR INDUSTRIAL CONGESTION.

One serious source of weakness in the industrial system of the country is the concentration of the great bulk of manufactures in a comparatively narrow strip of territory along the North Atlantic seaboard. It crowds the transportation of fuel and raw materials in a few railroad gateways and on the railroads of that strip, and the finished products destined for the West occupy the same railroads and must be squeezed through the same gateways. The War Industries Board has discovered that this congestion has the effect of limiting production at the time when war requires that it be increased to the utmost. The board has undertaken to prevent further aggravation of the congestion by putting a practical veto on the establishment of new industries within the congested area.

Industry must spread out. That is the order, and it can be obeyed so far as the middle states are concerned, all the way from the Great Lakes to Alabama, for they have fuel, produced close at hand, to generate power, which is the first requisite of manufactures. But when we come west to the Rocky Mountain region the home production of coal is insufficient, chiefly because the coal fields are only slightly developed. West of the Rockies coal is produced only in spots and in inadequate quantity, though California oil goes far to make up for this deficiency. This condition is one of the chief causes of unequal distribution of population and industry. Another is the proximity of the Atlantic Coast to the chief foreign markets, but steam power and the Panama Canal have brought the West much nearer. A third is the concentration of capital in the East, but distribution has become more general of late years, and the Federal reserve system has done much to break the East's control over finance.

The chief remaining cause of the concentration of manufactures in the extreme East is the possession of abundant supplies, close at hand, of fuel as the source of power. But Eastern industry has outgrown its fuel supply and its transportation system. It actually needs relief from the monopoly which it has itself created. The Far West can give that relief, for while deficient in fuel, it has abundant power. When Congress lifts the embargo on development of water power, the great belt of territory between the Rocky Mountains and the Pacific Coast can relieve the East by manufacturing its own raw materials with its own power without taking away a ton of the coal now used in the East. Most of the minerals, other than coal and iron, are produced in that belt and with water power can as well be manufactured into finished shape near the point of origin as in the East. That is true also of the wool, meat, grain and fruit grown in the West. They could as well be prepared for consumption in the West as in the East. The coal which the East now uses in their manufacture would then be released to relieve the fuel famine, which again threatens. The coal, cars and locomotives used in transporting raw material eastward and finished products westward would then be much less. Steel can as well be made on the Pacific as the Atlantic Coast, for iron ore is now imported from Chile to Pennsylvania, and the distance to Oregon is no greater. Western railroads could be operated by hydro-electric power, releasing still more coal for the East.

The chief obstacle to exertion of our full economic power in the war is unequal distribution of industry through our area, of traffic among our railroads and of commerce among our ports, and this obstacle can be removed by fully developing all our sources of power, of which the greatest in the West is water. Industry needs to spread out in order that it may have room to grow and may not overburden our transportation. Then we shall have symmetrical development of the Nation's industrial body, and it will develop more rapidly.

HAIR AND SHOES.

A patriotic contemporary, the Evening Telegram, is advertising for sale the severed tresses of a zealous girl, who was moved by the spirit of sacrifice to give up something for her country. The hair is for sale, for War Savings, but the bidding is a trifle slow, and we have a great desire to help along the cause, and the benefits of a more extensive advertising of a touching incident are thus given by us.

A trusted and competent expert of The Oregonian's how-to-be-beautiful staff has seen the hair, and pronounces it all right. It ought to bring more than $30, which is the latest announced offer. An envious critic in an equally envious contemporary sneeringly says that a rat or braid from the head of Theda Bara or Mary Pickford would bring ten times thirty dollars, on the theory that a fool is born every minute. No doubt, no doubt. Yet it may be justly observed that these two eminent luminaries of Cinema have continuing and imperative use for their hair, and the hypothesis is not capable of demonstration.

While the spirit of personal sacrifice is strong, we may expect some leading citizen to give up his shoes, and go around barefoot. Let us not be flippant about it, for it is not the intention; but now would seem to be a good time for the barefoot cult. Shoes are mounting higher in price every day, and the Government is going to impose a sumptuary tax on all pairs over $5, and it is the good old Summer time. Some years ago it was the fad among fashionable folk with nothing much to do, and nothing to think about or with, to arise early in the morning and wade around through the lush grass in the public parks and in vacant lots, all for health's sake, or art's sake, we forget which. Or perhaps it was for the sake of cleanliness. It was a fine idea, anyhow, for people saw the sun rise who had never before concerned themselves about what became of the orb of day after the setting thereof; and the contribution to general astronomical knowledge was considerable.

Lately the magazines and the Sunday supplements have been full of pictures of young girls, and others not altogether young, dancing around on wet lawns in the moonlight in the ecstatic fancy that they are nymphs or dryads. They, too, have proved that shoes are unnecessary, if you can only make up your mind that they are; and stockings, too, are superfluous; and, pretty much everything else except atmosphere in the way of outer wear. However, we were merely discussing shoes and their needlessness.

Now there is an added argument for bare feet in daytime occupations. The price of shines has been raised to 15 cents. If you have to polish another's pedal coverings, 15 cents may seem little enough; but when you have to pay it out every day or two, you come to feel, after all, that it is not the original price, but the upkeep, that worries. The suggestion is commonly made that one should shine his own shoes, as our fathers did. They either did, of course, or they didn't, and they went shineless. Let us not discourage a resolution so commendable, and so little likely to be popular; nevertheless, let us adhere to our call for the shoeless era.

It is a far cry from hair to shoes—from one extreme to the other—but these are war times, and no one knows what is coming next, and shoes are just as pertinent as hair, and cost a lot more.

NEW PRINCIPLES IN RATE-MAKING.

Public attention has been so centered on the purpose of Federal railroad operation to expedite war traffic that the people may not fully realize its profound influence on both the cost and the movement of all traffic. Expedition of war traffic has naturally enforced economy in movement of all traffic, private as well as Governmental, since waste of railroad capacity in moving general traffic takes away from that which is available for war traffic. At the outset Director-General McAdoo realized that this economy required that each railroad should no longer be treated as a separate system, but that all railroads should be treated as parts of a single system. It also required that traffic should move over the shortest lines, on which the fewest natural obstacles would be encountered, for by that means the Government would effect the greatest economy of cars, locomotives, fuel and labor, and thus would move traffic at the lowest cost. That these are the purposes of Mr. McAdoo is apparent from the following instructions to the three regional directors, issued on February 4:

> Broadly speaking, I wish to give you power to direct railroad operations in your territory so as to handle traffic with the least congestion, the highest efficiency and the greatest expedition. . . . I have put upon you responsibility for the entire operating situation.
>
> In dealing with this whole subject it is, of course, important for you to view the matter and to get the various executives of railroads in your jurisdiction to view the matter from the entirely new standpoint that all the railroads now constitute a single system, to be operated so as to secure the maximum of transportation with the minimum of waste; and that the fact that a readjustment will mean that a particular railroad will lose certain sorts of traffic must be disregarded, as it is not a sufficient reason why the readjustment should not be made if in other respects it is in the public interest.

If unflinchingly followed, that policy would at one sweep do away with all customs and practices which have been dictated by competition between railroads and cities. One of the effects of this competition has been to establish equal rates between the intermountain country and the several ports of the Pacific Northwest—Portland, Astoria, Seattle and Tacoma—though there is great difference in economy of facilities, cost of operation and distance. Freight is hauled to the Puget Sound ports over mountains, which limit the length of trains and increase the consumption of fuel and labor. Much longer trains can be hauled with less engine power, less fuel and less labor down the Columbia River roads to Portland and Astoria. The distance to Portland is less than that to either Puget Sound or Astoria, hence the consumption of facilities, fuel and labor in traffic to this port is further reduced as compared with Puget Sound, and is less as compared with Astoria. The purpose of ignoring these differences was to establish equality between competing railroads and ports, which nature had made unequal.

Publicly regulated rates from intermountain points were first made to Puget Sound, and were made sufficient to pay a reasonable percentage over cost of moving traffic. The same rates having been made to Portland and Astoria, it follows that they yield much more than a reasonable profit. Shippers in the intermountain country are entitled to have their products moved to market at the lowest cost with a fair profit to the carrier. Hence they can equitably claim that the Columbia route shall be used, and that rates on that route be reduced to a basis which will yield no higher percentage of profit than its earned by the mountain roads on present rates. Mr. McAdoo's policy dictates that this route be used, regardless of the effect on other roads, and equity dictates that he charge no more than a reasonable rate, which is cost of service plus a fair profit.

But in adjusting these rates the Interstate Commerce Commission and the state commissions have not acted as judges to secure fair rates for producer and consumer; they have acted as umpires between rival railroads and markets. The railroads did not care how much the wheatgrower's profits were reduced or how much the consumer's price was raised, so long as their profits were not reduced and peace was kept among rival cities. Those cities did not care, either, for those on the coast were interested only in extending their trade territory as far east as possible and in seeing that no one of them got an advantage over the others, while the interior cities were interested only in extending their trade territory as far west as possible and in being placed on an equality with each other. They were concerned with the relation of rates to each other, not with the relation of rates to the value of railroad service. The Interstate Commission has been concerned chiefly with reconciling the conflicting claims of railroads and cities, and, when one or more must unavoidably be displeased in so doing, it has usually decided against the smallest, the least influential or the least clamorous.

The wheatgrower of the interior may now come forward and maintain that his grain shall be hauled to tidewater over the cheapest route and that the rate be reduced accordingly, without regard to the rivalries of roads and cities. He may say that, as he has no voice in making his price, his profit is reduced by the excessive rate now in vogue on these routes. His demand for use of those routes being in accord with Government policy, it cannot be deaf to his plea. Consumers at all points may make the same claim, in order that cost of living may be lowered. But the old influences of city rivalry would again come into play, supported by the competitive habit of railroad men, to prevent such action. Protests would come from intermountain and coast cities right down to the Mexican border, whose trade relations would be disturbed by such a readjustment in the Pacific Northwest. In order to still the clamor, the railroad officials might decide that differences in cost of operation over various routes should be ignored and that all rates should be fixed on a mileage basis. That would still favor the Columbia River routes, for the distance from competitive intermountain points is in almost all cases less than by the mountain roads, and it would favor Portland as against Astoria. More protests would then arise.

All of these considerations show that strict application of the rules laid down by Mr. McAdoo would operate in favor of Portland and of the interior producer and of the consumer on all hands, but that a fight will be necessary to secure strict application, for powerful influences will oppose it. But decision will be quicker, for appeal will lie from the district officials to the regional director, and from him to the director general. If he should refer to the Interstate Commerce Commission for hearing and decision, action would be more prompt than formerly, and that body would be required to cast aside all the adverse precedents it has established. Circumstances favor the claims of Portland, but the city must fight to establish them.

Why do people throng the streets of Portland of a Saturday night? Few are buyers, for most of the stores close early. It must be due to evolution of the gregarious instinct.

Somebody has discovered that great men are easiest to interview, and by the contrary rule it must be so. The near great, swelled with conceit, are hardest.

Perhaps General Foch is going through the preliminaries of a third battle of the Marne, in which the Yankees will take a hand.

There is something more than diabolical in the fact that caches of liquor invariably are found by officers who do not drink.

The Senate has sidetracked the prohibition agony for a month, but the result will be as expected.

Big German naval victory—the sinking of an American lauhch towing a disabled plane!

The city man is adept at home, but on the farm on vacation he will not know one fork from the other.

Every platform man can explain the innate meanness that makes a car leave the track.

In the matter of one delivery a day, beginning Monday, there are no strings on the stork.

"Uncle Joe" Cannon was something of a bull elk in that parade at Atlantic City.

It will in reality be "Poor Holland!" when Germany is done with her.

Everybody put on the "Marseillaise" record at least once tomorrow.

PROHIBITIONIST ENTERS PROTESTS

Anti-Tobacco Resolution Not Indorsed by Abstainer and Civil War Veteran.

NEWPORT, Or., July 11.—(To the Editor.)—With a good deal of interest I have read your editorial, "The Meddling Habit." While I cannot agree with you in full, I am in full accord with the major part of it.

When we get down to the real, living issues of the day and the moral welfare of our people as a whole, I do not believe the National Prohibition party is narrow minded. Had it not been for the real, honest agitation and education of the Prohibition party sentiment a "dry" Nation would not be on its way today. As you truly say, "prohibition sentiment is growing."

I would not for a moment argue that the present Prohibition party, independent of all others, will give us National law, but after we get the law, some party will, yea, must, get behind that law and administer the Government from the standpoint that the law is right and that the traffic is an outlawed criminal.

I deny that the National prohibition party is exemplified, or ever has been, by such resolutions as put forth by the late convention of the Multnomah County party. If the party ever advocated any such resolutions in any part of the United States I never heard of it.

As you say, the use of tobacco is a useless habit in the main. It is worse. It is nasty and filthy in the extreme, but it does not send untold thousands reeling into drunkards' graves. If the good wife can stand the stench it doesn't ruin the home. The tobacco store is not a rendezvous for bums and criminals, nor a breeder of every form of vice as the saloon is.

Coffee and tea-dripking, candy-eating and gum-chewing are all useless habits, but they don't wreck the home or undermine the very foundation of the Government.

No doubt it is a great solace to the habitual user of tobacco, and to deprive the soldier of it under the circumstances in which he is placed would work irredeemable hardship. His nerve-racking hardships are all too numerous at best. Having given a good leg and four years' service to Uncle Same during the Civil War, I have first-hand information as to what they are.

I have no use for tobacco in any form, nor for tea, coffee or gum. I am past 80 years old and I know from personal experience that any of these articles are entirely useless beyond the necessity acquired by habit, and so I say, under the trying circumstances of the soldier, don't deprive him of his tobacco.

E. W. DURKEE.

PERSONAL MISSIVE COUNTS BIG

Letters From Soldiers Put Pep Into the Folks at Home.

PORTLAND, July 12.—(To the Editor.)—In the letter in The Oregonian written by George W. Stitt, dated July 11, I find a mighty good idea. It is that everyone urge the boys over there to write to people they know, as it will put "pep" in those who lack it at the present time, or, in other words, "need stirring up."

A few days ago we had a letter from our brother in the naval service, stationed somewhere in France, this being the first letter received since he went over. He told about the trip, saying they came in contact with submarines and that there were three in sight at one time. "We got two."

I will give his letter in part:

"Shooting at subs is more exciting than any football or baseball game you were ever to. How every man stood up there and cheered those gunners! And they sure did do pretty work, as we could see where the shells were striking in the water, and they were mighty close, too."

Now what we need is to stand behind our "gunnners" more closely and give them the support of every man and dollar. I don't think there is a better way for it to be impressed on the average person's mind than to have a letter of experience from someone over there.

H. S. JONES.

Liability of Class 2 Men.

POCATELLO, Idaho, July 10.—(To the Editor.)— (1) Are men in Class 2 liable to be called soon? (2) Has the quota of the state been placed on the number of men in class 1 instead of number of registrants in state? (3) Under this new classification will a registrant be placed in class 1 if he is now in class 3, is supporting his parents, who are infirm and has been their support for three years? (4) Are all registrants to be reclassified? J. C. SMITH.

(1) It is considered probable that men of class 2 will be called before the close of the year.

(2) State quotas are based on the number of class 1 men. They were formerly based on population.

(3) His status in the draft is unchanged. The exemption boards have merely been instructed to scrutinize the dependency claim more carefully.

(4) No.

BAUBLES.

There is many a pretty bauble cast up
by the waves of time,
On the shore of the mighty ocean that
moans with ceaseless rhyme;
And we gather, each to our fancy, the
toy that may please our eye,
As we stroll the beach where the breakers reach far out towards the purpling sky.

There is many a gem of marvelous
worth cast up by life's heaving sea,
That is passed on the shore where the
time-waves roar, and forgotten eternally;
And many a man, o'erlooking the gem,
takes the baubles that glitter so,
And finds that his store is worth no
more than the vanishing sunset glow. —GRACE E. HALL.

Farmers in Draft.

WALLA WALLA, Wash., July 11.—(To the Editor.)—If a man of draft age, married in September, 1916, with no children, having been a farmer all his life and is now raising wheat on 480 acres, and there is no one to take his place, will he be essential as a producer? Will he be exempt from military service?

ONE OF YOUR READERS.

If the farm is a well conducted, going enterprise, contributing an appreciable quantity of wheat to the public supply, the necessary manager thereof will probably be put in a deferred class, but this is only an opinion. The district board decides, and it is given considerable discretion.

Application as Yeoman.

DALLAS, Or., July 11.—(To the Editor.)—Kindly tell me the requisites for becoming a yeoman in the Navy, education, age, weight, etc. And to whom would I apply? G. R.

Communicate with U. S. Navy recruiting station, Dekum building, Portland, or with commandant Thirteenth Naval District, Puget Sound Navy-yard, Wash.

Alien Enemy Not Registered.

PORTLAND, July 12.—(To the Editor.)—I have been informed that an acquaintance of mine, who is an alien enemy, did not register as required by law a few weeks ago. Is it my duty to inform the proper authorities of this matter, and, if so, whom shall I notify and how shall I go about it? P. B.

It is your duty to notify police headquarters.

WHY PORTLAND HAS MOSQUITOS

They Breed in Columbia Slough and Are Another Reason for Dredging It.

PORTLAND, July 12.—(To the Editor.)—In an editorial, July 10, The Oregonian asks, "Why Is the Mosquito?" While I cannot answer "Why Is the Mosquito," I can tell The Oregonian's readers one of the causes for his existence in large numbers all along the Peninsula district and over a greater portion of Portland, and also how to rid this city, to a great extent, of this pest.

On the East Side there is a natural waterway called the Columbia Slough.

It passes all along the east and north side of the city. It is the natural drainage course for all of Portland that slopes toward the Columbia River, and dredged to a width of 200 feet and to a depth of 14 feet would constitute an improvement of greater commercial and domestic value than any other improvement now contemplated, and at the same time would drain the lakes and shallow places now the breeding grounds for this pest. Its improvement would aid in the reclamation of several thousand acres of fertile land that could then be used for agricultural or industrial purposes.

As it is, the mosquito now breeds in these waters along the north and east side of the city. The north winds sweep them across the peninsula and as they pass along they take a bite at everyone, to the great annoyance of all in Portland.

Civic pride and industrial needs ought to demand that the Columbia Slough be dredged, and so dredged as to constitute a ship channel for commercial purposes, and a drainage way for all of the East Side that slopes toward the Columbia. Portland needs more and cheaper industrial sites. They can be made and had by dredging of the Columbia Slough.

Portland should have fewer mosquitos. This can be brought about by creating a ship channel out of the Columbia Slough. Portland would be aided by more fertile acres of gardens. The garden lands are along the Columbia Slough—"Dredge the Columbia Slough" should be the cry of all who dislike mosquitos, and of all who are interested in a great industrial development. With Columbia Slough dredged into a ship and drainage channel The Oregonian's readers would not be called on to ask—"Why Is the Mosquito?" D. C. LEWIS.

GERMAN KULTUR.

I wish that I did have the power to
quell
The hand that opened wide the gates
of hell
And sent the demons forth with lust to
kill,
With hearts inflamed and eager their
blood to spill,
Believing the state is might
And might makes right.

Could I but have stayed the hand that
years ago
Prussianized the Germany we used to
know,
Instilled the ideals of militaristic power,
Starting an all-consuming egotism at
that hour,
When might put blight
On humanity's right.

If Belgium cities could but rise again,
If cathedrals, art galleries and fields of
flowing grain
Could be today just as they were before,
A treaty had become a scrap of paper
and nothing more,
And neutrality a word
Not even heard.

If all the treachery, deceit and devastation of German kultur for
world domination
Could have been foreseen a few years,
at least,
Perhaps we could have partly downed
the beast
In his lair
Over there.

Material possessions, they vanished in
the night;
Belgium's loyal sons, how bravely did
they fight;
They lost their lives, but the spirit
never quailed,
And in the annals of the ages they have
not failed.
For they yielded not
To the invader's plot.

Centuries may pass, but time cannot
efface
The Huns' hellish work—everywhere a
trace
Victory must be won by the allied nations;
Victory o'er the Hun, lest future generations
Writhe and reel
Under the iron heel.

—ANNA JOHNSON.

Enlistment in Navy.

PORTLAND, July 12.—(To the Editor.)—Kindly tell me where I can obtain information regarding the "yeomanette" service of the United States Navy. B. G. C.

At U. S. Navy recruiting office, Dekum building, Portland, or by writing to commandant Thirteenth Naval District, Puget Sound Navy-yard, Wash.

In Other Days.

Half a Century Ago.

From The Oregonian, July 13, 1868.

The survey of Yaquina Bay has commenced. Corvallis people are much rejoiced thereat.

The roadway at the Morrison-street wharf broke down Saturday, under the weight of sand piled upon it.

A German enthusiast has questioned the claim of England to the genius of Shakespeare. A German spoke in London, explaining that when Shakespeare's genius was sent from heaven it was meant for Germany, but, the wind blowing westwardly, it rested in England.

The largest casting ever made in the state, a flywheel for machinery in Carter, Hayden & Co.'s new mill, was cast by the Oregon Iron Works. It weighed 8200 pounds.

Washington—A bill passed in Congress yesterday relieved about 1200 citizens, mostly of North Carolina, from political and political disabilities in consequence of their connection with the rebellion. Governor Brown, General Longstreet and other prominent rebels were included.

Twenty-Five Years Ago.

From The Oregonian, July 13, 1893.

New York.—Purchases on the Stock Exchange indicate an easier monetary condition in certain sections of the country. The general situation improves, notwithstanding a flurry in the market today.

Rev. H. W. Peck, of Honolulu, strongly advises the U. S. to annex Hawaii. If the United States will not, we will appeal to England, says Mr. Peck. Hawaii is the key to the Pacific and if this country doesn't want it, other nations will profit by the grand opportunity.

The famous "Spider" Kelly will fight in Tacoma against Ed Morrissey for a $500 purse.

New York—Octavia Allen, famous actress, died at Fort Lee last night. She had been leading woman for Booth, Barrett and Keene.

The United Presbyterian Church has le a contract for its new building on Grand avenue and Wasco streets.

PRESS STRONG AID IN WAR WORK

Liberty Loan Manager Insists on Complimenting The Oregonian.

PORTLAND, July 12.—(To the Editor.)—In a recent interview with a representative of The Oregonian I stated that great credit was due you and other Oregon papers for the unqualified and unrelenting support given to war activities. I remarked that one of the problems of liberty loan campaigns in other states was the securing of sufficient space in the columns of the papers and proper editorial support, but that problem did not exist in Oregon.

I particularly mentioned the patriotic manner in which The Oregonian had brushed aside party lines and backed up the Administration, as well as generously supporting each and every war drive and activity.

I said that because of the peculiar position which The Oregonian occupies in Oregon I believed its constant and untiring allegiance to war work had much to do with Oregon's wonderful war record.

Apparently your modesty prevented you from repeating my remarks in your article, and I therefore desire to reiterate them in the form of a communication and express the hope that you will see fit to devote the necessary space for their publication.

ROBERT E. SMITH,
Liberty Loan Manager for Oregon.

Beneficiary Gets Insurance.

TROUTDALE, Or., July 11.—(To the Editor.)—(1) Is it true that a mother will not receive her son's war insurance unless she is a widow?

(2) If a widowed mother has a small income of her own, will that hinder her from receiving her son's war insurance?

(3) If the money brought to this country by all foreign people were divided, how much would it amount to per capita? Of the German people alone how much would that amount to?

A READER.

(1) It is not true.
(2) No.
(3) Nobody knows.

No Volunteers in Draft Army.

PORTLAND, July 12.—(To the Editor.)—Kindly inform me of the method of enlisting in the National Army at Camp Lewis. Do I have to enlist any particular place? I am beyond draft age. A. C. WOOD.

Volunteers over draft age are not accepted by the National Army. Nonregistrants desiring service must apply to a recruiting office for the regular establishment.

ENSLAVEMENT OF WOMEN BY GERMAN INVADERS—TOLD IN

The SUNDAY OREGONIAN

Cruel oppressors overwhelm the women of Belgium and the invaded section of France with hard labor of every kind, then as a final refinement of moral torture, force them to salute and smile! The humiliation, the spiritual martrydom, the long slavery inflicted by the Germans, those conditions which exist today in the lands which have been overrun by the Hun hordes, are related tomorrow in a special article by Cleve Marshall, writer for The Sunday Oregonian, who has had opportunity to secure first-hand information regarding German atrocities.

BERNHARDT TRYING TO BEQUEATH HER GENIUS—For years the most wonderful actress the world has ever known has made a constant confidante and pupil of her beautiful granddaughter, Lysiane, who accompanied her on her recent visit to Portland and who at 20 gives great promise of a brilliant career as the result of heredity and training. The world of art and science is beginning to watch with intense interest the outcome of this remarkable experiment which the great actress is so intensely conducting. It involves the century old riddle of whether genius can be inherited or transmitted. Barbara Craydon, noted dramatic critic, tells the story tomorrow.

HE BUYS TON OF STEEL EVERY SECOND—Starting out in life as a five-dollar-a-week office boy, J. Leonard Replogle climbs to world leadership before he is 40 years old. A quiet, unassuming man, but a trade giant, Replogle today occupies one of the most important positions in all America. The story of his remarkable career as told in The Oregonian tomorrow may lead you to an awakening of the genius which may lie within you. Read it.

MILE OF CLOTHES A MINUTE—Frank G. Carpenter traces soldiers' shirt from cotton belt to trenches. Can you imagine a factory so big and so efficient that it takes the raw cotton in at one end and runs it out in cloth at the other at the rate of 60 miles an hour and keeps up that speed all the year through? There is one and it is run by Uncle Sam for his soldiers.

WITH THE HOME GUARD—W. E. Hill, known as "The artist who senses the spirit of the day," cleverly portrays with his nimble fingers true-to-life scenes which will make anyone with the blues rejoice that he is living. There are ten pictures and each one is highly competent as a mirth-provoker.

ITS ALL THERE—Somewhere in the Sunday Issue, well written and authoritative, you'll find the special department which fits one of your hobbies, whether it is fiction or non-fiction, war, science or music. And always, as rapidly as cable and wire can deliver, the pages keep pace with the news of the world, both at home and abroad.

A Nickel and a Nod Buy
THE SUNDAY OREGONIAN