# The Oregonian

PORTLAND, OREGON.

Entered at Portland (Oregon) Postoffice as second-class mail matter.
Subscription rates—invariably in advance:

(By Mail.)

| | |
|---|---|
| Daily, Sunday included, one year | $8.00 |
| Daily, Sunday included, six months | 4.25 |
| Daily, Sunday included, three months | 2.25 |
| Daily, Sunday included, one month | .75 |
| Daily, without Sunday, one year | 6.00 |
| Daily, without Sunday, six months | 3.25 |
| Daily, without Sunday, one month | .60 |
| Weekly, one year | 1.00 |
| Sunday, one year | 2.50 |
| Sunday and weekly | 3.50 |

(By Carrier.)

| | |
|---|---|
| Daily, Sunday included, one year | $9.00 |
| Daily, Sunday included, one month | .75 |
| Daily, Sunday included, three months | 2.25 |
| Daily, without Sunday, one year | 7.80 |
| Daily, without Sunday, three months | 1.95 |
| Daily, without Sunday, one month | .65 |

**How to Remit**—Send postoffice money order, express or personal check on your local bank. 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 32 pages, 2 cents; 34 to 48 pages, 3 cents; 50 to 60 pages, 4 cents; 62 to 76 pages, 5 cents; 78 to 92 pages, 6 cents. Foreign postage, double rates.

**Eastern Business Office**—Verree & Conklin, Brunswick building, New York; Verree & Conklin, Steger building, Chicago; Verree & Conklin, Free Press building, Detroit, Mich.; San Francisco representative, R. J. Bidwell, 742 Market street.



**MEMBER OF THE ASSOCIATED PRESS**

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited to this paper, and also the local news published herein.

All rights of republication of special dispatches herein are also reserved.


**PORTLAND, WEDNESDAY, AUGUST 7, 1918.**

## A TRIUMPH OF PATRIOTISM.

Acceptance by the Loyal Legion of Loggers and Lumbermen of the proposals made by the lumber manufacturers for a permanent working arrangement to adjust labor questions after as well as during the war is a triumph for the principles on which the Loyal Legion is founded. It is a tribute to the wise discernment of Colonel Disque in bringing the two parties together on the common ground of patriotism. Confidence in each others' devotion to the country has drawn operators and workmen into zealous co-operation to win the war, and has thereby inspired confidence in each other's good faith as employers and employes. Thus the mutual distrust which lies at the bottom of all labor disputes has been swept away, and a basis of fair dealing has been found which will long outlast the war.

When we compare this situation with the turmoil and disorganization which prevailed a year ago we can realize that Colonel Disque has worked a veritable transformation in the lumber industry. Both operators and workers have become so wide-awake to the advantages of harmonious co-operation that they are not likely to permit discord and distrust again to open the way for such pernicious disturbers as the I. W. W. The workers have fair wages, reasonable hours, good food and comfortable, healthy living quarters with constant work. The employers operate continuously, get faithful work and have learned by experience with the eight-hour day that, while it reduces working time 20 per cent, it actually reduces production less than 5 per cent. This reduction is probably more than offset by the other advantages gained.

The lumber industry bids fair to become a model for others to copy. Its experience and example prove that nothing is gained by wrangling and gouging, but that both parties lose. The only winners are those who make creation of discord their occupation. There is a field for the activity of organizers among both employers and workers, but their product should be square dealing, which brings peace.

## HOW FAR SUGAR IS A NECESSITY.

In view of drastic limitations upon the use of sugar recently imposed by the Food Administration, with no prospect of early relief, it will interest Americans to know that, although sugar is regarded as a physiological necessity, this statement does not apply to the white crystals from the cane and beet of which we think when sugar is mentioned. It is a striking fact that it is less than a century since cane sugar has been manufactured in large enough quantities to make it a staple article. Beet sugar was developed largely as a result of the stimulus of research by Napoleon, and has been a commercial factor for comparatively few years. One hundred years ago the average consumption of sugar in the United States was nine pounds per annum for each person. Normal consumption in 1894 was 89.1 pounds per annum for each person. Yet who is there to say that our ancestors were not as sturdy as we are today?

It is pointed out by John Walker Harrington in the New York Sun that cane and beet sugars were unknown when the strong men went into battle before the Crusades, yet they performed mighty deeds of arms. Honey was the recognized sweetening agency for many centuries, and Samson throve upon it. However, even without honey men subsisted and grew strong. This is due to the fact that the action of certain ferments upon starch converts it into sugar sufficient for the body's needs. Chemically, there is the basis of sugar in the roots of some grasses, in carrots, turnips and sweet potatoes and in the sap of trees. We require sugar as a body fuel, but it is not absolutely necessary that we shall go to the cane or the beet for it. We can get along with surprisingly little commercial sugar if we will adjust our diet in accordance with the new situation.

It is up to the people at home to look for substitutes for sugar wherever they may be found, and at the same time to consider carefully the question of its excessive use in any form. The study of diet becomes increasingly important in the circumstances. Discovery that the sugar contained in milk, for example, which is of recent date, is highly assimilable and sustaining should be a factor in encouraging milk production. Meanwhile the undoubted fact that sugar is excellent fuel, and that cane and beet sugars produce 100 per cent energy, makes it advisable that as great a proportion of the latter as possible shall be reserved for military uses. It is much more portable, calorie for calorie, in that form. Civilians meanwhile have the same resources as their ancestors did. They can either reduce consumption to nine pounds per person per year, the average of a century ago, or they can do without sugar altogether, as did the men of the Middle Ages. There will in either event be no serious detriment to health.

The British government has set an example by limiting its inhabitants in civil life to twenty-four pounds a year, but France made an even greater sacrifice, with a limit of twelve pounds. These peoples are showing what can be done in an emergency. Americans, who now have the "sweetest tooths in the world," will be aided in accepting the situation with philosophic calm by reflecting upon the comparatively minor part which the present pure sugar of commerce has played in the dietary of the world.

## FAIR WARNING.

There are certain non-productive occupations in which a draft registrant may not engage and be eligible to deferred classification. They have been named in a rule that has the accepted title of "work or fight order." It is a comprehensive title. It tells the whole story. It need not be elaborated here.

On or about September 5 more than 100,000 additional residents of Oregon will be added to the list of draft registrants. According to present prospects all men between the ages of 18 and 45, inclusive, will be numbered. The "work or fight order" will undoubtedly extend to them, although a period of grace during which the new registrant may seek productive employment may be granted.

But it is certain that loafing days are over for everyone who can be of full or limited military service to the Government. The male servant, the door man, the club attendant, the passenger elevator operator, the male waiter, the bartender, the ball player, the usher and numerous others will likewise encounter the force of the order.

It is a good time to begin taking stock. It is time for the married man who is loafing, or is out in quest of easy money, or is pandering to the luxurious and needless demands of others—it is time for him to consider what among the useful things he is fit to do.

## COURAGE.

The return to Portland of Major Herbert A. Brandon, invalided home from France, and honorably discharged, reminds us that not all the heroism of war is performed upon the field of battle.

Major Brandon was one who felt the irresistible urge of duty. He did not have to go. No draft present or prospective was ever likely to take him. He had home, family, money—all the means to enjoy the latter years of life. But he had had military experience. He was an expert engineer. His country needed engineers. Moreover, home and family and country were worth fighting for. So he offered his services.

It was after his commission had been issued that a physical disability developed that made one of two things necessary. They were submission to a dangerous, perhaps fatal, major operation or discharge. The disability was not such as would have made surgery a necessary resort in civil life. He could have come home with honor and could have lived on in at least a fair degree of health and in the full enjoyment of creature comforts.

There, we think, was the supreme test of courage. He rejected the easy way and accepted the dangerous course. It does not detract from the merit of this appreciation that the surgeon failed. Major Brandon did his bit. More.

He went the limit. He returns, with permanent loss of the comparative vigor that he otherwise would have retained.

There will be few who in the heat of battle, in touch with courageous comrades, perform deeds of valor, who can say that they exhibited cooler courage, or greater devotion to country, or sacrificed more.

## FUTURE OF THE CAMPAIGN.

Retirement of the Germans behind the Vesle River marks a definite stage in the campaign of 1918 and opens the way to speculation as to the future course of operations. That speculation must start with the premise that the allies have definitely taken the offensive and that the Germans have accepted the defensive as the only possible part for them. That can safely be inferred from the actions of the high command on both sides. General Foch's utterances leave no opening for any other conclusion than that, when he struck back on the Marne salient, he had the power and intention to maintain the offensive hereafter. The German retirement from the Marne, and still more their retirement on the Avre and Ancre rivers on the Amiens salient, prove that they have no hope of resuming the offensive.

The question is how far will the Germans continue their voluntary retreat between Soissons and Rheims and how long will the allies continue their large scale attacks in that section? The stubborn stand of the Germans on the Vesle west of Rheims suggests that they may intend trying to hold a line on that river, but success of the French in crossing the Aisne west of Soissons and of both French and Americans in crossing the Vesle at several points farther east raises doubt of the Germans' ability to hold that line. They may fight only a strong rearguard action in order to make good the retreat of their main force across the Aisne to their old line on the Chemin des Dames.

That line has great natural strength, but the Germans are in a worse position to hold it and the French are better placed to take it than was the case when the French began their successful campaign in April, 1917. Since then the natural defenses have been badly battered, and at that time the French began their advance from the south bank of the river near Soissons, while they now hold the north bank for several miles in both directions from that city. They are probably better equipped with artillery, while the Germans have suffered heavy loss in both guns and ammunition. Hence the French may give the enemy no opportunity to settle down on that line—in fact, may gain a position on the heights north of Soissons before the retreating army has fully occupied them farther east. If the allies should force the Aisne line, they might regain the Ailette River, from which they were driven in March. The Germans in the salient extending toward Amiens would then be in so contracted a space that their position would be as dangerous as it proved to be in the bulge to the Marne.

It is probably in preparation for such a contingency that the Germans have drawn their lines in to the east of the Avre and Ancre rivers. We need not be surprised if they should continue to withdraw in that quarter until they have given up about half the ground they gained in March, perhaps to the old Hindenburg line. That would remove danger of simultaneous attacks on both flanks, such as drove them from the Marne.

Foch would not permit this retreat to be unmolested. He would be apt to launch the French and Americans against the south flank along the Oise to Montdidier and the British on the north flank southwest of Arras. He might hurl the British army at the line between Arras and La Bassee, where it bulges eastward, and thus force the enemy to retire farther than he desires from before Amiens and to abandon all his gains in Flanders.

But these movements would be merely reaping the fruits of the German retreat. Foch's strategy would not be restricted to such limited objectives. Having superiority in numbers of men and in material, he may be expected to initiate a plan which will not only seriously embarrass the Germans' retirement, but will hasten their withdrawal from France and Belgium and aim to destroy their army.

## EDUCATION TO GO ON.

It is an interesting message which President Finley, of the University of New York, brought with him on his return from France, where he went to study educational conditions. French educators are co-operating to the fullest possible extent in placing their resources at the command of Americans. Despite the crisis of battle, education is to be continued and made available to Americans overseas.

It must not be supposed that military efforts are to be relaxed in any degree while this is being done. The spirit of the movement is expressed in the inscription on a medal designed by a Frenchman in memory of Washington: "Hostibus primo fugatis." The enemy, as President Finley points out, must first be put to flight, but while this is being done there are certain periods of furlough or convalescence from wounds and illness which it is proposed shall be turned to educational account. Preparation also is being made for an even greater opportunity—the weeks or months of armistice and demobilization. These will be tedious days for our soldiers, filled with temptations to waste time, which will be overcome as far as possible by the French school system, operating in co-operation with Americans.

It has already been recorded how classes have been organized literally on the front line, and how provision has been made, by amazing organizations, for continuity of study which necessarily cannot be pursued according to a set schedule. This determination that the soldier shall not be denied the opportunity to fit himself for his return to civil life if it can be possibly prevented is one of the inspiring developments of this war. With his rifle in one hand and his book in the other, the American soldier is preparing to conquer both in war and in peace.

## TRANSATLANTIC FLIGHT NEXT BIG MOVE.

Transatlantic flight is no longer the fantastic vision of feat-performers and the hope of scientific extremists. It is a possibility, far closer of realization than many suppose, that will be translated into terms of military activity and explain to the lay mind the comprehensive scale of the air programme of this Government and the great importance that is being laid on aerial training in the military organizations of our allies and our enemies.

We may build thousands of airplanes, but so long as they remain on our own shores they cannot help to win the war. Of delicate mechanism and flimsy texture after all, airplanes do not lend themselves to speedy shipment, and our ships are needed to carry food and ammunition abroad. The logical step then, as has been pointed out by military men, is to send our airplanes to the European battlefields through the transatlantic skies. That is the big step that is about to be taken, we are told, by leaders in our military air service whose willingness to exploit the hope is convincing enough that they are reasonably certain that a successful demonstration is not far away. Some place it as early as this coming September, when weather conditions will be favorable.

There are no longer insurmountable mechanical obstacles to aerial traffic to Europe. Motors to sustain the load and the length of time that will be required for non-stop flying are realized. Mechanical science has done its part. What then delays the demonstration? It is the far subtler matter of routes.

Major-General William S. Brancker, controller-general of equipment of the British Air Council, maintains transatlantic flight is possible. He says it should be made this year, and with others he believes that a route from New York to Newfoundland, thence to the Azores and thence to Portugal, France and England will be chosen. Strangely enough, this is the longest of three proposed routes, but it is the most feasible. A northern route, from Newfoundland to Ireland and thence to France has been suggested, but weather conditions over this are uncertain. A central and more direct way would be from Newfoundland to Ireland direct and then to France, but difficulties are encountered here because the air conditions of the mid-Atlantic are unknown. On the other hand the weather and air conditions in the vicinity of the Azores are well known and for years have been regularly and accurately forecast. It will be historically proper that the Azores figure in this air voyage, for they figured 426 years ago in the first great historical event in which America was concerned—the voyage of Columbus.

It will be recalled that a transatlantic flight was about to be attempted in 1914 when the war began. Only the recall to Europe of Lieutenant John Cyril Porte, of the British Navy, who was to have navigated Glenn H. Curtiss' double-engined flying-boat kept Mr. Curtiss from finishing his plans. Since then sensational developments have followed in the construction of airplanes, and the demand for sustained flight and carrying capacity has brought out such machines as the Caproni, the Russian Sikodsky, the Handley-Page, the Haviland and the various types of Curtiss planes, any one of which in essentials is capable of attempting the long flight. It is true that the seaplane will probably be the first type used in making the attempt, but after that, with knowledge of the air and routes more complete, it will be but a single step to utilizing the highly-wrought airplanes for the trip. Motors have been tested to show that they can easily stand 150 hours of work without being overhauled. According to experts the total service likely to be demanded would not exceed 40 hours on a transatlantic flight. This leaves 110 hours of safety margin.

It is, then, not the mechanical problem that awaits actual solution. It is the problem of routes. Fogs, winds and air currents now solved partly in theory, offer the baffling and dangerous element in actual practice. The airmen cannot rely on courses as steered by the water navigator. Above a fog the aviator is at sea literally. All is black below. Air currents may "lag" him far off his compass course. Fickle winds may betray a most carefully computed mileage and there is as yet no mechanical log device for air navigation, although a synchronized "drift set" has been projected which utilizes visible wave motion to warn a pilot how his machine is drifting. But there are obstacles to the use of this, such as "reduced visibility" of fog or mist or a confused, choppy movement of the waves. Rear-Admiral Fiske has proposed that the airman keep in touch with the sea by means of a small body, in the nature of a mechanical log, which could be suspended from the airplane by a steel wire, thus furnishing a visible index of the influence of air currents. Rear Admiral Fiske's suggestion is receiving interested consideration and the outcome is being watched.

The route by way of the Azores, with all its advantages of weather data which make it possible to forecast 24 hours in advance atmospheric conditions, has its disadvantages in the nature of the islands. There are few facilities for landing, unless a seaplane were used. In view of this the seaplane is strongly indorsed for the trial flights, for it could alight in the harbors. With the use of wireless telegraphy and aerial telephony a complete record of atmospheric conditions in advance is possible, and as 15 hours is the estimated time that would be required for the flight to the Azores, the weather bureau could be relied on to pave the way. It now forecasts the condition 24 hours in advance and with astonishing accuracy.

Sustained flight is no longer a problem. A German stayed aloft 24 hours. Captain Laureati in 1917 went almost 1000 miles before alighting. Lieutenant Marchal, of the French army, covered 807 miles above land without stopping, and repeated instances may be cited of flights approaching 1000 miles without stopping.

The two more northern and direct routes may not be considered seriously just now, although one trial flight properly aided might convince air navigators that they were practicable. But for the present we may expect to hear any day that a trip through the Atlantic skies, by way of the Azores, is a reality.

A symposium of authoritative opinion disposes of the plan to have ships stationed at sea to aid faltering planes. The ships would have to be numerous and their tonnage would better be employed in carrying the dismantled planes abroad instead of being reduced to inutility by waiting in mid-ocean as beacons.

"What we need is great weight-carrying planes to bomb Germany, and I think in the next 12 months we can get them over there under their own power," said Major-General Brancker. "Experience will overcome the difficulties of forecasting the weather and air conditions."

Major-General Brancker points out that transatlantic pilots will not be of mediocre stuff. They will be men of scientific knowledge and men with some sense of the navigation laws.

A transatlantic flight should take not more than 32 hours of flying, it is estimated, and it is interesting to know that the experts have agreed that the machines may fly as low as 100 feet above the sea, on an average, in making the most successful passage.

The public, then, should set itself to hear the news some of these fine Fall days that an American plane has negotiated the Atlantic. Experts have told us it is possible. The problems yet to be solved are really minor ones, although they may be subtle.

---

American marksmanship is coming into play against German aircraft and has scored hits. When thirty-eight German planes on July 15 swept the American trenches near Rheims with machine guns and grenades, Private Broc Hill, of Gadsden, Ala., shot one of them and forced it to land behind the American line. Private Martin Foody, of New York, beat this at the next swoop by shooting a pilot through the head, his plane falling behind the lines also.

---

The exhortation to "hold fast" which Premier Lloyd George sent out to the British people on the fourth anniversary of their war declaration should inspire the fighters to silence the little knots of quitters which are found among both Tories and Socialists. Pacifism makes strange bedfellows.

---

If the Bolsheviki should form an open alliance with the Huns, they would be in congenial company, for they, too, are worshipers of ruthlessness and follow the theory that might is right.

---

Bennett Thompson will haunt the scene of his crime. That's the psychology of murder. Yet not so close as to be taken easily. His recapture will be by lucky accident.

---

Henry Watterson began newspaper work as reporter in 1858, and now retires after sixty years in the hardest kind of labor. Any man in the game can tell the reward.

---

After the war, when some of these fellows getting from $7 to $11 a day and striking for more, recall the present days they will wonder what madness ailed them.

---

Soldiers and sailors are not the only people overcharged in various places. The ordinary citizen feels it in his pocket, a tender place financially.

---

When Lloyd George advises the British nation to "hold fast" he means what we of America imply by "sitting tight," and all of us will do so.

---

The convict with experience with the bucksaw will go to another state for his next term. Sawing wood is too healthy exercise for him.

---

The salvors of the Canada Maru have reason to be proud of the feat, for it was a great undertaking—more than the usual gamble.

---

The Germans always destroy in advance the chance of success for a peace offensive by sinking a hospital ship.

---

Think of the thousands trying to sleep in parks in Eastern cities, you who want a blanket these fine nights.

---

Surtax concerns only the men who pay it; the ordinary fellows do not know what it is and care little.

---

There may be enough in California to vote the state dry "for the fun in it" as some did in Oregon.

---

Astoria is growing. Its first full carload of bananas has been received direct from the South.

---

Seattle is really "dry" by Federal restriction and Portland by choice. Honors are even.

---

Soon the only way to dodge taxes will be to adopt the Joe Knowles style of living.

---

Even coal screenings are being mobilized into classes, with fixed prices.

## A Line o' Type or Two.

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

**THE ROAD TO ANYWHERE.**

Across the places deep and dim,
And places brown and bare,
It reaches to the planet's rim—
The Road to Anywhere.

Now east is east and west is west,
But north lies in between,
And he is blest whose feet have prest
The road that's cool and green.

The road of roads for them that dare
The lightest whim obey,
To follow where the moose or bear
Has brushed his headlong way.

The secrets that these tangles house
Are step by step revealed,
While to the sun the grass and boughs
A store of odors yield.

More sweet these odors in the sun
Than swim in chemists' jars;
And when the fragrant day is done,
Night—and a shoal of stars.

Oh, east is east and west is west,
But north lies full and fair;
And blest is he who follows free
The Road to Anywhere.

---

"THIS hotel," writes a gadder, from La Crosse, "is doing its bit towards winning the war. It being mid-July, we have a choice of stewed prunes, bananas or oranges. I ordered orange juice, but was told I couldn't have it, as it took more than one orange to make a drink."

---

HOTELS in general are enthusiastic supporters of the Food Administration. Bills of fare from more than one of them contain the announcement that many of the hired hands have gone to the war and others will not be hired; and will guests please co-operate by accepting the situation. But there is no recorded case of a reduction in charges.

---

PLEASED TO MEET THEM.
(From the Christian Century.)

Not the least of the services rendered by the Federal Council of Churches is the publication of a yearbook in which is given the statistics of the various religious denominations of America, together with many interesting facts about their organization. There are denominations that few of us ever heard of. Such interesting organizations as the Bullockite Baptists suggest aggressivness, while the Duck River Baptists are another variety. Both of these should have the attention of B. L. T. in the Chicago Tribune.

---

"A CONSTRUCTIVE critic," says Leonard Liebling in the Musical Courier, "is one who constructs excuses for the bad performances of those artists with whom he dines."

---

**THE PIPESMOKE CARRY.**

"Mostly divinest harmony,
The lyre, the dance. We could believe
A life in orb and brook and tree
And cloud; and still holds Memory
A morning in the eyes of eve."

There still floats a ring or two of pipesmoke, through which is visioned forth as long a trail as ever I footed in a day's work, or likely shall again—a trail that began in the mist of dawn and ended in the dusk of evening. Twelve miles, as the crow might do it, but the crow carries nothing on his back; and who shall measure a trail where track there is none? Who shall take account of hill and gully, of zigzags where the best footing lies, of swamps and thickets circled, of the thousand little obstructions in a road that's run by compass?

And who shall take account of the thousand little thrills of such a fling through the greenwood? There are days, like symphonies, of such "heavenly length" that recollection of the morning's little happenings is dim at eventide; they might be a part of yesterday. So many are these small happenings that unless one has gone forth with pencil and notebook he shall not recall them singly; they are the notes in the symphony. Yet one does not forget the certain glory of an Autumn day. The eyes of evening keep the blue of morning's sky, and I march with Memory over the road again, through the windless wood, over the burnt hilltops and across the open places gay with fireweed and asters. I linger at the little brook where tea was brewed and luncheon eaten. What colors there were in the sluggish current beneath the arching alders!—browns that shaded from fawn to the deepest tints of Rembrandt's palette, with milky bars of gray-green that seemed to swim below the surface. How fadeless some impressions are! One needs no written record.

And the coming out from the pathless wood, at sundown, to the lonely shore of Kitchigami. The great lake lies, a rose-flushed plane, under a dome of rose and blue, and over the headland stands one large star. A flock of cedar waxwings flit about me unafraid, and six loons, like stately galleys, go sailing by into the west. Solitude and silence, yet divinest harmony, to which a sparrow adds a rill of plaintiff song.

---

We have forgotten who holds the record for the standing long split in infinitives. "I offer," offers M. R., "the following meritorious performances by the president of the Carborundum Company, of Niagara Falls":

"Second, To, whenever possible without actual and material loss to the bank, decline to renew, at their maturity, existing loans of this nature.

"Third, To, whenever it is necessary for the bank's protection to renew existing loans of this character, insist upon a material reduction," etc.

---

**Informalities.**

It's odd what remarkable habits
You get in a fortnight or two
Of ranging with redskins and rabbits
And the rest of the wilderness crew.
And when you are back at your knitting
These habits are hard to dismiss;
For instance, when walking or sitting
You keep up a motion like this:
(Business of slapping back of ears.

Your manners at table when active
In taking your food in the wilds
Would not be considered attractive
In Weeghman's or Thompson's or Childs'.
And when you are back from vacation
And the primitive grabbing of grub,
You're likely to cause a sensation
By acting like this at the club:
(Business of knifing off part of neighbor's butter.

---

It was inevitable that Wyatt Bass and Gladys Salmon should meet, and look, and love. And so they were married last week, in Tampa, Fla.

---

**Insurance Companies Please Note.**

(From a Grand Rapids daily.)

A fire at the rear of 220 South Ionia avenue, the home of Mrs. Mary Kellogg and owned by the Heystek estate, did about $75 damage.

Fred Carlo of this city sang "Keep the Home Fires Burning," and was accompanied by the band. One of the features of the programme was an excellent trombone solo by William Simmer.

---

Of all sad words by tongue or pen the saddest are these, affected by notaries public: "My commission expires ——, 19——."

---

**A Palpable Hit.**

(From the Fort Wayne Journal-Gazette.)

According to Indianapolis papers, Miss Juanita Whicker of this city, who is spending an indefinite time at the capital, has made a hit with her voice, having appeared recently on a musical programme in the interest of men of the vocational training department of the deaf institute.

## NO RUSSIAN FOOD FOR ENEMY

**Canadian Sees Vast Importance in Expedition to Forestall Foe.**

PORTLAND, Aug. 6.—(To the Editor.)—As a Canadian temporarily sojourning in your beautiful city I would like briefly to voice my hearty appreciation of your editorial on what Britain has done in the great war. Your words are generous and as true as they are generous. Britain has done all that you claim for her, but whole-hearted recognition of her work cannot be found in American papers as a rule except in those of the highest class; these have left nothing to be desired.

After four years of effort and sacrifice we are naturally weary of the war, but not for one moment would we quit, or relax our efforts, until our objects are obtained. I see no evidence anywhere in Canada or in England of any desire to give in to the enemy. The war must proceed until he is defeated, whether it requires four years or ten.

That the American Government recognizes what lies before it is shown by the new proposals for the draft. Canadians are fully alive to the importance of America's entrance into the war and are watching with increasing respect the methods it has adopted for waging it successfully. We begin to feel that we shall win, although we are quite sure that there are dark days still ahead. If we could be assured that the Hun would not be allowed to appropriate the enormous resources of the Russian Empire for his war purposes we would have fewer causes for apprehension. We cannot help thinking that President Wilson fails to visualize the situation in Russia. The Russian people at this moment require strong military help, not so much to fight the German and the German allies, the Bolsheviki, as to afford a sufficiently powerful force which would not melt away, around which loyal Russians could gather.

Those who know Russia best say that is what is required at this moment. Mr. Wilson's proposals are good as far as they go, but it seems to some of us that they do not go far enough. That may seem obvious when it is asserted by Russians themselves that suspicion is rampant among them—no man can whole-heartedly trust his neighbor. A small force sent by the allies into Russia would not afford the necessary guarantee of ultimate victory and might therefore be of little use to rally loyal Russians to save their country.

This is written in no captious spirit, but the matter is too important not to be discussed from all points of view. I hope that when the final decision is made that it will cover these objections, which are raised not by the British or the French, but by the Russians themselves.

R. W. DOUGLAS,
Vancouver, B. C.

---

**Winning Way of Democracy.**

PORTLAND, Aug. 6.—(To the Editor.)—While approaching the entrance to the Heilig Theater Sunday evening I noticed a young soldier, apparently about 20 years of age, looking at the show advertising signs in front, and just as I reached him an Army Captain about 35 years old stepped briskly from the ticket window and said, "Have you a ticket for the show?"

At once the young soldier stood at attention and saluted, which was returned by the officer, and replied, "No, sir."

The officer said, "I have two tickets; will you come with me?" and the soldier said, "Yes, sir; thank you." And they entered the theater together.

That kind of decent efficiency is utterly unknown in Germany, and should such an occurrence happen there it would result in a courtmartial for the officer.

Such decencies, however, is only one of the reasons why the crack, boastful and brutish Prussian guards cannot withstand the terrible onslaughts of the "inexperienced Americans." The German soldier obeys through the power of autocratic might. The American soldier obeys through the power of democratic right. C. S. E.

---

**Declaration By German.**

PORTLAND, Aug. 6.—(To the Editor.)—May a German at this time declare his intention and apply for his first papers, or must the privilege wait until after the war? E. L. O.

Any German may declare his intention of becoming an American citizen at this time, but he cannot obtain final citizenship papers until after the expiration of the war.

Under a recent act of Congress, any German who took out his first papers more than two years prior to the beginning of the war (April 6, 1917) may make application now and secure his second, or final, citizenship papers if he can establish his loyalty to the United States. But, if his first papers were taken out less than two years prior to the beginning of the war, he cannot secure his second papers during the period of the war.

---

**Enlistment by Alien.**

GARIBALDI, Or., Aug. 5.—(To the Editor.)—Can a British subject who has taken out his first papers in the United States enlist in the United States Army, or will he have to enlist in the British or Canadian army?

M. C. BEAMAN.

He may enlist in the United States Army if within the volunteer age. Unless he exercises the prerogative of returning for enlistment with forces of his native land before the end of September he will be held amenable to our draft laws and for military service if physically fit.

---

**Correspondence With Strangers.**

PORTLAND, Aug. 6.—(To the Editor.)—I read an appeal made to write to our boys. Please tell how to address same. I have no boy of my own but feel so proud of the boys over there that I should like very much to write and tell them how proud we at home are of them. A READER.

Officers and men are now forbidden to write to strangers. Officers are also forbidden to furnish names of men to any persons who attempt in any manner to enter into correspondence with soldiers with whom they are personally unacquainted.

---

**Counties and French Names.**

HAMLET, Or., Aug. 5.—(To the Editor.)—(1) Please inform me what the names of the two newest counties are and their county seats.

(2) Please give the pronunciation of the following: Ypres, Aisne, Soissons, Foch and Boche. Sincerely yours,

A READER.

(1) Jefferson County, Madras; Deschutes County, Bend.

(2) Eee-pr', En, Swa-son, Fosh, Bosh.

---

**News at Last.**

CAMP LEWIS, Wash., Aug. 1.—(To the Editor.)—There was sure rejoicing among the Oregon boys of the 166th Depot Brigade this morning when a newsboy appeared with The Oregonian.

They all said it was the first real news they had seen in camp. The papers published up here are all headlines and no news. From now on we will be able to get a real newspaper.

C. H. BRYANT.

---

**Gas in Warfare.**

PERDUE, Or., Aug. 5.—(To the Editor.)—Did the English use poison gas at any time in the Boer war? If so, to what extent? AMOS O. BUKER.

It was not used.

## In Other Days.

**Half a Century Ago.**

From The Oregonian, August 7, 1868.

Nashville.—A complete reign of terror has spread over the negro population due to the Ku Klux Klan. Large companies of colored refugees arrive in the city daily.

General Sherman has adopted a son of the late Kit Carson, and will send him to the University of Notre Dame, Indiana, to be educated.

San Francisco.—A runaway horse on Market street yesterday knocked down and ran over Mrs. Maria Longsworth.

Hon. George H. Williams will return to Oregon overland, during the recess of Congress. He will probably be here to take part in the Presidential campaign.

In many parts of our city where the streets are the most traveled, the sidewalks become worn and leave the heads of the nails projecting so as to catch ladies' dresses passing over them.

**Twenty-five Years Ago.**

From The Oregonian, August 7, 1893.

For the twelfth time in history, Congress will, at noon tomorrow, be convened in extraordinary session. It is called to repeal or modify the Sherman Act.

Zurich.—The International Socialist Congress opened today with delegates from 16 countries.

Berlin.—The Italian embassy officially denied the truth of a report that an Italio-Russian treaty has been made.

London.—Lord Roseberry said yesterday: "We were nearer to war with France a week ago than at any time since Waterloo."

The new City Hall is two stories above the basement at present.

**Gloucester "Swede" Commands U-Boat.**

PORTLAND, Aug. 6.—(To the Editor.)—The following extract from a private letter dated Gloucester, Mass., may interest some of your readers:

"We are all at a white heat of excitement here over the war news and the submarine, which seems to be at our very doors. At a Red Cross meeting this morning a woman read a letter from a friend in Orleans, describing the sight she saw on Sunday morning (July 21) from the porch of her Summer cottage. She said the submarine was visible for over an hour, with the crew lined up on deck. Imagine our having nothing ready even to take a shot at her! She saw the Gloucester tug and barges burn and disappear.

"The old Gloucester captain is back now and says the master of the submarine, with whom he talked, is a man who has lived here for a long time and always passed for a Swede. He has evidently been a spy and is now steering them about this coast, which he knows so well. We feel a sort of personal interest in the barges, as they were moored just off the shore opposite this hotel and only left here on Saturday morning." W.

**Parcels for Soldiers Overseas.**

PORTLAND, Aug. 6.—(To the Editor.)—Please inform me through your columns if packages may be sent to the A. E. F. during Christmas time of this coming year. READER.

So far as we know the matter has not yet been given consideration. At present packages cannot be sent a man of the A. E. F. unless they contain articles requested and the request has been approved by a commanding officer of the rank of Major or higher.

**THE GYPSY ROAD.**

The hollyhocks are bloomin' in the gardens by the way,
The bob-white's in the meadow's callin' free,
The children all are headin' for the swimmin' hole to play—
And your ship's waitin' here to put to sea!

Oh! is that your bugle blowin'? You'll be goin', goin', goin'
Frightened, but I promised not to cry;
In the Spring when birds are matin' I'll be waitin', waitin', waitin'
Where the gypsy road is windin' to the sky.

The fields are lyin' open like the covers of a book,
There's the dusty goldenrod, the new-stacked hay;
The dragon flies a-dronin' to the lazy little brook—
And France a hundred million miles away!

Ain't the bugle shrill and funny? Oh! my honey, honey, honey—
Kiss me, for I'm tellin' you good-bye!
Some far day when ships are homin' we'll go roamin', roamin', roamin'
'Long the gypsy road that winds into the sky.

—GERTRUDE ROBISON.

Dallas, Or.

**Offers Himself as Sacrifice.**

Colonel Meddler, the happy originator of the scheme to put city lawns into crops and thereby save the tobacco lands from the food conservationists, has opened headquarters in a downtown cigar store.

As a personal protest against the wicked waste of land in so-called beautification of homes, Colonel Meddler has announced that during the absence of the gracious and accomplished Mrs. Meddler at the beach, he will let the grass on his front lawn grow to whatever heights it listeth.

It is understood that the plan has the encouragement and indorsement of Mrs. Meddler, as it appears that the last time the Colonel mowed the lawn, July 22, 1888, he ran the mower over the flower beds.


**CHICKEN DINNER WITH TRIMMINGS.**

The city family is finding it harder to get what it needs, and here is the farmer's chance to sell A COMPLETE DINNER, made made up from your garden, of vegetables, fruits, butter and eggs — AND — poultry, together with the party touch of flowers. Combine with your neighbors and sell COMPLETE DINNERS, ready for cooking, all the year 'round.

The United States Department of Agriculture has prepared FOUR Booklets that will give you much detail on HOW to do business by parcel post in an easy and businesslike manner. These books you can obtain through the Washington bureau of this paper.

It is the intention of this bureau to keep you in touch with the latest Government information that will enable you to get the best out of your work and property, so we say to you, SEND FOR THESE BOOKLETS AT ONCE. They are FREE.

Prepare now for your Winter trade. Preserve your fruits, can or evaporate your vegetables and raise your chickens that Winter will afford you an ample stock to keep your Summer-made customers in supply.

Send to The Portland Oregonian Information Bureau, Frederic J. Haskin, director, Washington, D. C. Ask for the four booklets on "Marketing by Parcel Post." Just a 2-cent stamp for return delivery is needed. The books are free.