

The Oregonian

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PORTLAND, TUESDAY, AUGUST 13, 1918.

RUSSIA RISING AGAIN.

That which the allies hesitated to attempt—revival of the fighting spirit of the Russian people against Germany—seems to have been accomplished by the Czech-Slovak army without their aid. The flight of Lenin and Trotsky from Moscow to Cronstadt is a substantial result of Czech efforts. Their ability to organize an army in the heart of a foreign country, their victories over the Bolshevik forces and the journey of a part of their army across the entire width of Siberia to Vladivostok may be presumed to have inspired the Russians to rise against their betrayers in growing numbers until the latter's only chance of saving their lives lay in flight.

WASTED: FIVE BILLION DOLLARS.

With the seal of authority of the International Harvester Company, which it will be conceded knows a thing or two about business efficiency, upon it is stated that "to the farmers of the United States there is an average annual loss of about 30 per cent of gross income" will be received without incredulity. In a pamphlet, the study of which is commended to farmers generally, it gives detailed estimates of the waste which are being made by the farmer. Part of this waste is the result of the loss of seed corn, which is estimated at about one hundred thousand, divided into three main armies. One has been in the Don Valley and has fought its way to the Volga Valley, advancing toward Moscow. Another is in Western Siberia, controlling the railroad eastward almost to Irkutsk. Part of this force may be the one which is fighting against a superior body of German and Magyar prisoners at that city. From Irkutsk around Lake Baikal to Chita, on the Chinese frontier, the railroad seems to be under control of the Bolsheviks. The latter are also in possession of the Kuznetsov and Magyar allies, while from Chita to Vladivostok the road is held by the Czech-Slovaks, who drove the Bolsheviks from Vladivostok northward to the Amur River branch of the railroad.

HELPING THE DRAFTED MEN.

The organized movement to aid drafted men in solving their personal problems, to educate them where education may be needed, as to their duty in the world, and to help them to be lightened thereby, and to remove every possible doubt and obstacle which might militate against full service is an ambitious task. To the ordinary observer it will seem to be an enormous one. The thought forces itself upon one that the details of the great programme are studied, that it is one which might cause any but the stoutest of hearts to falter, for it contemplates reaching some millions of men, all within a short space of time, and performing a task of the most important and personal service for them which will make them debtors of their benefactors in all the years to come.

REASON FOR CLEANING UP.

PORTLAND, Aug. 12.—(To the Editor.)—In my letter August 9 I tried to show the great benefit to be derived through an act by the State Legislature allowing power districts to be formed in the development of the Port Rock country, which is now suffering for the want of action and the failure of our State Legislature to give the needed relief asked for and desired. Another letter which I have before me on this same subject of power development which we had up at that time? It is from one of the leading business men of La Pine, Ore.

LANDLORDS NOT MAKING MONEY.

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try's losses, which are heavier than those of all other countries combined, and difficulty has been experienced in finding men to operate the three government plants for building fabricated steel ships. The United States lost its rank as a shipping nation because, among other reasons, Britain got the lead in building steel vessels when they came into use. Supremacy in steel manufacture gave it the advantage. The United States now leads in steel production, and, therefore, has an opportunity to get the lead in the lead in shipbuilding and shipowning.

EAT THE PERISHABLE FOOD.

It will require no strain upon the ingenuity of the housewife these days to plan her menus with a view to promoting the consumption of the perishable foods. These include, of course, all of the current vegetables of the garden which are not to be canned, and also those vegetables in the open market which would be wasted if not eaten in season. We ought not to omit mention of last season's remnants of canned goods, some of which still repose on the shelves, and last year's beans, which the Food Administrators of several states have pointed out will not keep much longer. The commodity which is edible now but will not continue to do so should have preference on the table.

SHIPPING LINES FOR PORTLAND.

The summons of Chairman Hurley, of the Shipping Board, to the Portland Chamber of Commerce to do its part toward supplying traffic for the ships which the Government is building, proves that much more need be entertained about getting ships if the people of Portland will operate and patronize them. With a fleet of 3000 ships aggregating 25,000,000 deadweight tons, the United States will be at least the second shipping nation in the world, and may be the first. Great Britain should not make good its losses from the war. Although at present nearly all new vessels will be needed for military transports and to carry food and war material, the time is near when they will be available for commerce, and that time may come before the war ends.

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pendents. Their legal rights will be defined for them by experts, and they will learn what the Red Cross and other organizations are doing for them. The foundation for the detailed military instruction which they will receive in the mobilization camps will be laid by removing, so far as possible, the sense of isolation and of friendliness which is the experience of so many "raw recruits." First impressions mean much to men. What an ideal array of material for an efficient army it will be which enters camp with confidence, with heads up and hearts beating in unison, imbued with a high sense of its new calling—veterans in every sense except the technical one—at the beginning of a new career.

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LANDLORDS NOT MAKING MONEY.

PORTLAND, Aug. 12.—(To the Editor.)—Mr. Dodson, of the Chamber of Commerce, seems to think that the landlords of Portland are reaping a harvest in unreasonable rents. There may be a few exceptional cases wherein the cupidity of the owners tempts them to do a little profiteering on the side, but the great landlords are the exception rather than the rule. Notwithstanding the great demand for houses, the landlords are not getting nearly as much for their property as they were 10 years ago, for the reason that up to the past five months property was bringing in only about 30 per cent as much for the landlord as he is receiving practically nothing on his investment. In fact, nearly half the landlords in the city had to borrow money to pay the taxes. The other half, property was run down to such an extent that the income of the property was all taken up in putting it in some kind of repair. The cost of all materials has gone up so high that all the property owner can do is about one-half the repairs that should be done. Some of the plumbing are practically out of sight.

MECHANICAL VERSE.

When the Great Mechanic planned you every needful part he gave, Set the wonderful engine, Mind, in place secure; Put the guiding levers handy, and from cradle to the grave. Meant of you should have command both safe and sure; Both the force that makes for happiness and that which makes for woe. Arm with your own control each hour and day; You should study life's time-table and select the route