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.

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PORTLAND, TUESDAY, JANUARY 7, 1919.

THEODORE ROOSEVELT.

The severest critics of Theodore Roosevelt will agree that he was one of the greatest Americans. By sheer strength of will he triumphed over bodily weakness and developed that robust physique without which he could not have performed the herculean labors of his public life. His aggressive nature combined with his intensity of conviction to make him champion a cause with all his might when once he espoused it. He early realized that much needed mending in American public affairs and that no man can accomplish much without allying himself with party. His love of country was a passion and carried him into politics at a time when politicians were held in low esteem; but by his example he strove to elevate politics into public service, and he developed a new and higher type of politician. He regarded party as a means of public service, and he did not scruple to cast it aside when he deemed it false to that ideal.

But politics could not exhaust all of the abounding energy of Roosevelt's nature. All things in the world interested him, from international statesmanship to ornithology, and he craved to know all the mysteries of nature, especially of man, and to solve all the problems which they presented. As a boy he studied animal life; as a man he studied man as the most absorbing of all studies; as a politician and statesman he studied cities, states, and, finally, nations. His quick sympathy with human nature was aroused on behalf of the sweatshop worker in New York, the drudge-wife of a Western farmer, the naked negro of East Africa or the oppressed nations of Europe and Asiatic Turkey. His indignation was stirred by the greed of the trusts, the betrayal of the people by their servants at the behest of the bosses, the wrongs formerly perpetrated by the railroads, the infamies of child labor and the crime of race suicide. His love of the strenuous life stirred him to bitter denunciation of the idle rich, the loafers, the morally inefficient and the crooked. His life in the West revealed to him its great wealth of resources and fired him with ambition to stop their waste and to promote their use, for his desire was to see all men and all nature in this broad continent at work to their highest efficiency. His quick brain leaped to a sound conclusion while slower brains were laboring toward it, and he promptly hastened to put it in execution, beating down opposition and slaying with invective all who stood in his way. An opinion was no sooner formed in his mind than it was communicated to the world in speeches, books, magazine articles and all the many ways of publicity, and was championed with restless vigor.

As we trace his public career, we can almost see him grow from a local politician to a statesman of world repute. His experience as a New York legislator, as police commissioner, as civil service commissioner, as Governor, were preparation for greater work, for which he showed his fitness when, as Assistant Secretary of the Navy, he ordered Dewey to Manila to destroy the Spanish fleet and thwart the ambitious designs of the Kaiser. His combativeness and his yearning to be on the scene of action put him at the head of the Rough Riders in the charge up San Juan Hill. His impatience of restraint in the presence of human suffering and official blundering led him to circulate the famous round robin at Santiago. When he saw what he deemed a wrong, his uncontrollable impulse was to smash it, and the greater the wrong the greater his ardor, for nothing could daunt his courage.

When fate called Roosevelt to the Presidency, these qualities had full play, and the great capacity and many sides of the man were revealed. He ruthlessly attacked corporate wrongs in all their varied forms. He drove the irrigation bill through Congress, and committed the Nation to the policy of conservation. He brought the long controversy over the isthmian canal to an end, turned Congress from Nicaragua to Panama and seized the opportunity to "take Panama" so promptly that he was falsely, though with some superficial show of reason, accused of having staged the revolution. After trying one man after another, he found in General Goethals the man to dig the canal, and by cutting the trammels which Congress had devised he gave Goethals the undisputed power that was necessary.

Roosevelt's pugnacious energy formed a show of reason for his being called a militarist by those whom he contemptuously termed mollycoddles. In fact, he accomplished more to preserve peace among nations than any other man of his time, not excepting that arch-pacifist, W. J. Bryan; but he refused to keep the peace at the sacrifice of right, even though this meant war. He was proud of the title "practical idealist" which he gave himself, for he refused to ignore hard, unpleasant facts in pursuing his ideal of peace. His pacifist critics love to quote his phase "big stick," but they carefully avoid quoting the whole phase, "Step softly, but carry a big stick." He advocated use of the big stick only when other means of defending the right had failed, but his known readiness to use it scared Germany out of Venezuela when he threatened to send Dewey and the Atlantic fleet. He thus prevented wrong and probably also prevented war.

By his mediation he brought about peace between Russia and Japan, and he did much to pacify the turbulent Central American republics. He took the initiative in calling the second Hague conference, he caused arbitration of disputes with Britain and persuaded the blockading powers to arbitrate their Venezuelan claims, yet he is styled an advocate of war. The acclamation with which he was greeted in Europe as a preserver of peace and as winner of the Nobel peace prize proved that he was more correctly appraised abroad than by his American critics.

Probably no President stood higher in public esteem than Roosevelt at the close of his second term, but then he opened the chapter which most deeply mars his record. Estrangement having begun before he sailed for Africa, he was stirred to anger against his chosen successor and former lieutenant, Taft, by the story of the Ballinger affair which Pinchot poured into his ears. He was assiduously worked upon during the two succeeding years until he felt the call to battle with the forces of reaction which he believed to rule the Republican party. All can understand, though many cannot defend, the motives with which he split the Republican party and drove it to disastrous defeat. They were doubtless a compound of patriotism and egotism, such as was found in many of his acts.

But he made rich amends in the last six years of his life for any error which he then committed. He spoke clearly and with his accustomed force for maintenance of American rights in Mexico, and, when war overwhelmed the world, he rose to the full stature of his robust Americanism. He saw that the ruthless barbarism which trampled on Belgium would stop at nothing, that the allies were fighting for the life of democracy and civilization, and that, if they should be crushed, America's turn would soon come. Without rest he wrote and spoke for the right, and he summoned America to arm against the threat of German world-empire. He showed no mercy for hyphenated Americans, who clamored for a spurious neutrality, or for pacifists, who bleated of peace when there was no peace.

He would have struck when the Lusitania was sunk, and he more than any other one man aroused the American people to realization of their duty to their country and the world's freedom. He refused a new nomination for President and promoted reunion of the Republican party in the cause of Americanism against the party which boasted that it had "kept us out of war."

He proved that his was no merely vocal patriotism when he offered his services to lead a division in France, when he gave his four sons to the Army and when, on receiving news that his son Quentin had been killed in an air fight, he said he was "very glad" that the young man "had the chance to render some service to his country and to show the stuff that was in him." He supported the Administration in all that it did well to prosecute the war, and he criticised it only when it fell short. In the supreme crisis of war he gave no thought to self or party, but thought only how he could best serve his country. It is in full harmony with his character that in his last public statement, issued on the eve of his death, he should have said: "There must be no sagging back in the fight for Americanism."

For he was the greatest example of that invincible spirit which has carried the American flag triumphantly forward in many a battle from Lexington to Sedan, and which, after subduing the whole breadth of this continent, now bids fair to win the whole world for democracy.

For twenty years the National life of the United States has revolved around Theodore Roosevelt. Whether he was in or out of office, he has usually been the central figure. Great as have been his practical achievements, he will live in history as a moral force which lifted the people up to the high level of idealism that they now occupy, and his acts as a statesman will be remembered as the practical application of his ideals. We can only measure the change which he chiefly has wrought by comparing what we now are, what we now think and the problems with which we wrestle with what we were and thought and with the problems which perplexed us before Roosevelt became a National voice and a National asset. It is a veritable moral, political, social and economic transformation, and it was produced by Roosevelt and by the men who received their impulse from him. The Nation has rarely seen his equal, and has never seen his like.

MAKE THE CHANNEL DEEP AND WIDE.

It is well that the Port of Portland Commission and the Dock Commission have taken up the question of deepening the Columbia River channel to 35 feet, for there is good reason to believe that such depth will be needed by the time it is attained. It is to be hoped that the work will be done in such manner as to insure that the depth mentioned will be permanent all the year around, as was decided at the conference with Colonel Zinn, and that the channel will be widened, for it is now only half the width of that up the Elbe to Hamburg.

To say that we have a channel of a certain depth is folly unless that is the actual minimum depth and unless it is maintained at all time, not merely after the annual dredging is completed. Although we may deceive ourselves, we cannot deceive ship captains who navigate the channel, and they pass the word around among their craft all over the world. If we should claim greater depth than we have, some ship captain would contradict us, and the owner of his vessel would believe him in preference. When thus discredited, we should not be believed even when we told the truth, and the channel would have to live down a bad reputation.

In the near future ships from all ports may be expected to visit Portland, and it will be worth much to the port if their captains carry away favorable reports about the depth and width of the channel and the excellence of the harbor facilities. It will be worth much more if the facts agree with the statements sent abroad. We shall then establish a reputation for the port and for the reliability of its published statements which will prove a valuable asset in obtaining ships at favorable charter rates, and consequently in extending our commerce.

Oregon Agricultural College betrays no secret in a recent statement that "feed cost of poor-producing cows in Oregon is but little lower than of high-producing cows," but it does a service in presenting precise figures which ought to impress any owner of one or more cows. Thus, it is shown that it cost only $11.86 more in a test to feed cows which produced 300 pounds of butterfat than it did to feed those which produced 400 pounds, and the cost for those yielding 200 pounds was only $8.76 less than for those yielding 300 pounds. The difference, $18.64, between the 200-pound and the 400-pound cow would be further intensified if labor were reckoned into the account. It takes as long to bed and feed the boarder cow and practically as long to milk her, and at present prices the difference of 200 pounds of butterfat is not to be ignored. It will not be the work of a day or a year, but better breeding will ultimately furnish the solution of the dairy problem.

ANOTHER KIND OF PROHIBITION.

From our excellent contemporary, the Newberg Graphic, The Oregonian takes this paragraph:

> In the long hard-fought years for prohibition in Oregon The Oregonian editorials touching on the question were on the other side, though occasionally there appeared a discouraging note regarding the use of the weed. Now The Oregonian is quite a consistent supporter of prohibition, while it goes so far as to encourage the use of cigarettes. Verily, times and seasons and men and newspapers make some queer angles.

"A foolish consistency," says the poet, "is the hobgoblin of little minds, adored by little statesmen and philosophers and divines." Yet it would be easy for The Oregonian to acquit itself of the appalling charge of changing its mind on prohibition, or on tobacco and its use, if it appeared worth while.

Does our unco'-guid friend at Newberg recall any expression of The Oregonian, for example, that appeared to justify any effort to prohibit by law the use of tobacco or cigarettes?

The judicial mind finds itself wondering at times what would have happened in Oregon if the effort to prohibit the liquor traffic had succeeded in 1887, when it was, we believe, for the first time submitted to the people as a constitutional amendment after a rather futile trial in the long-ago days of the provisional government of Oregon. It is hardly possible that anyone now in Oregon, familiar with public opinion and the tolerance of private indulgence then, will venture to say that it would have been practicable. Is it not a reasonable assumption that, if state-wide prohibition had been tried and had failed, the day of effective control, or virtual elimination, of the liquor traffic would have been long postponed?

The Newberg attitude is interesting to The Oregonian because it discloses the trend of thought with certain reformers who have succeeded, or think they have, wth prohibition. Is their next great cause to be prohibition of tobacco? If so, we are to behold interesting times.

GOING AHEAD.

The Chicago Tribune quotes approvingly the following from the Emporia Gazette:

> Illinois, for once, has the jump on Kansas. At the November election the state voted a $60,000,000 bond issue for the construction of a state-wide system of permanent roads by an overwhelming majority. The bonds were not to be sold or the work to begin until after the war, which happened to end a week following the election. Consequently, Illinois not only has the drop on Kansas on permanent roads, but has the means, if times are bad and work is scarce, to give every returning soldier who cannot find other employment a job on a great public work, where he can be self-respecting and provided with the common necessaries of life, at least, until something better is offered.

The war has somehow given the good roads movement a new impulse. The common desire to give employment to the returning soldier has something to do with it; but building roads, or any public work, merely to pay wages to somebody would not be a sufficient reason for spending millions and it would never be done.

For the period of the war road construction was mostly suspended. Their need was never so obvious. If there had been a system of National highways, the transportation service of the Government would not have broken down. The profitable use of well-made roads, in both military and economic ways, was a demonstration to all of their importance and necessity.

Now, the military exigency has passed; but the economic lesson survives and the economic need remains.

The Illinois bonding law is said to be modeled on the Oregon law. It was a constructive and wise measure. Other states are going ahead, some of them on the Oregon plan. Here it is found that the revenue from automobiles exceeds estimates, and so the programme devised by the state in 1917 may be safely enlarged.

AVIATORS BREAKING THE TRAIL.

It would be a mistake to suppose that the spruce industry recently developed with reference to its bearing upon airplane construction has seen its best days. Indeed, if we read the signs aright, aviation is now passing through a period corresponding to that of the automobile some twenty years ago, with this difference, that the automobile already has broken the trail of engine construction, and also that flying immeasurably more challenges the imagination than traveling on the ground. The psychological factors all point to development of aviation at a rate relatively far more rapid than has marked any phase of transportation and travel in the history of the world.

We are no longer amazed by anything that comes to pass in the mechanical world. Consequently we are able to appraise calmly the recent momentous incidents in airplane history. For example:

Within a few weeks a British Major-General has flown from Cairo, Egypt, to the border of Baluchistan, to a region heretofore almost unknown and practically unmapped.

Lieutenant Godoy has crossed the Andes, reaching an elevation of 19,700 feet under practical flying conditions, which make it plain that the feat can be duplicated whenever a determined aviator sets his mind to the job.

Gianni Caproni, Italian maker of great airplanes, says that he has already constructed a machine capable of carrying thirty persons and a heavy cargo, and that he is working on another which will accommodate 100 passengers, furnishing them with modern conveniences, including cabins, meals and beds.

A Zeppelin factory near Berlin is building a plane for a trans-Atlantic voyage. An effort is to be made, perhaps as a part of German after-the-war propaganda, to obtain for Germany the distinction of having first made the voyage.

The Navy Department at Washington has announced that an American-built craft, equipped with Liberty motors developing 1200 horsepower, had made a flight with fifty passengers.

Certainly there never were a more significant few weeks in the history of navigation. Height, distance and carrying capacity all are involved in these reports. For we are willing to accept the trans-Atlantic voyage as fait accompli. The thing can be done whenever a few inconsequential details are attended to. Not a student of flying is there that doubts it.

So there remains to be done nothing except go on with the building of airplanes. The hidden recesses of vast mountain chains will be visited at leisure. Oceans and deserts will be crossed whenever it seems worth while; and it will always be worth while to some cartographer so long as there is a township's area unmapped. What this may mean to international relationships, say, in South America, or to development of the interior of the continent of Africa, it requires no seer to apprehend. The explorer, the surveyor, every other avant courier of civilization and progress is provided with a prime instrument of his calling ready at hand.

Four years have brought about a degree of perfection in the construction of flying machines which no one would have predicted in the beginning of the war, but they have prepared us to accept as a matter of course anything that may come. It is certain that vast quantities of material will be required to complete the probable programme of the immediate future. This ties up a growing industry with the Pacific Northwest, which went to the rescue of the country in time of war and which can be depended upon in this regard not to fail the airplane builders in time of peace.

SELF-DETERMINATION IN PRACTICE.

The emancipated people of Central and Eastern Europe are not waiting for the peace congress to decide how they shall go about the process of self-determination. The diplomats at Versailles would doubtless prefer that they take a referendum vote to determine their boundaries, with allied armies to insure a free vote and a fair count, but these peoples are going about it in their traditional manner, that is, by force.

Thus it is that the Czechs are occupying by force all of the ancient kingdom of Bohemia, deposing German officials and installing Czechs in their places. The Poles are doing likewise, to the great indignation and alarm of the Germans on one side and the Ukrainians on another, while they dam back the waves of Bolshevism on a third side. The Roumanians have advanced to the farthest limits of Transylvania despite the protests of the Magyars. The Jugo-Slavs contest Italy's claim to Dalmatia, and the allies have occupied the province in order to keep the peace. There are two rival governments in Siberia and four or five in Russia, and their boundaries are fixed by the good old maxim: "What we have we hold."

Nor are these emancipated nations at all modest about their claims. Each claims the widest stretch of territory it ever held in the days of its greatest power, though this may have been held for only a brief period many centuries ago and may include solid blocks of alien population. Poland, for example, had extremely flexible boundaries, and at one time held sway from the Baltic to the Black Sea, but not for long, and it ruled over Lithuanians, Germans, Ruthenians and Cossacks. Poland is now reaching after the old boundaries, and is determining herself by stout blows delivered at the humbled boche.

Does any man in his senses imagine that these people, fired with the pent-up hate and ambition of centuries and knowing no means except force to make good their claims, would become in good faith members of a league of peace and would accept its dictates in settlement of their quarrels? Would they, as members of the league, vote according to the dictates of justice and national right? Would they not rather make secret deals to sway decisions of the league after the time-honored manner of diplomacy and of American convention-fixers?

The emancipated peoples have much to learn before they can practice the high ideal which has been set for the league of peace. An effective means of their education will be the big stick in the hands of the great democratic nations, keeping the peace among them and imposing on them respect for other nations' rights to self-determination, not excepting the defeated Germans and Magyars, and only according to the methods of democracy.

There are said to be 50,000 cases of mental aberration that have developed in the Army. This is a small percentage, not greater than in civil life, but more apparent because the solider is under view all the time and the civilian is not.

Flagging a train with torpedoes, that liquor may be unloaded in an unfrequented spot, may lose somebody a job. Such doings cannot always be kept secret.

Anybody who thinks the old world is out of gear should stay up late enough to see the young people leaving the playhouses and make another guess.

There should be enough captured and surrendered U-boats to distribute a number at the principal American ports, as exhibits of how the Huns fought for the freedom of the seas.

Shoe manufacturers would do well to remember that there is a limit to the brevity of short skirts, which is imposed by the high cost of shoes as well as other considerations.

It is no news that Western men are more intelligent than those of the East. It will be news when the East discovers the fact.

California will please head her quakes the other way. That one at Redding is too neighborly altogether.

If all that Sir Arthur Pearson says about the expertness of the blind, what's the use of eyes, anyhow?

Big joke at El Paso. Six hundred Mexicans have organized for peace and to send delegates to Paris.

His house was in order and he passed as in a pleasant dream. It was fitting close of strenuous life.

You never saw anything solider than the condition of the Portland banks as shown in the latest reports.

The native and acclimated Oregonian enjoys rain, but ice is a sufferance and snow an abomination.

Shorter skirts this year will settle that "two looks" rule or regulation, whichever it be.

Put the members in masks and let legislation proceed.

Henry Ford wants a recount. Anything to oblige.

Tough on the woodpile, but fuel is made to burn.

Those Who Come and Go.

Two Grant County boys, discharged from the aviation service, have arrived at the Imperial. One is M. J. Steach, of Long Creek, and the other is W. M. Davis, of Hamilton. Both boys were in the overseas service, and were stationed in England, in the ground section of the service. Neither of the boys has any ardent yearning to go soaring through the air for the next few years, and from their personal observation they are not convinced that airplanes are fool-proof. Both Davis and Steach are enthusiastic over the Liberty motors, and say that these motors were used in the British machines with great success.

Mr. and Mrs. C. H. Churte, of Heppner, are at the Perkins for a few days. Mr. Churte is an old-time merchant in his section.

Dr. J. F. Reddy, whose home is in Medford, whose office is in Grants Pass, and who operates in California, is in the city on business. Dr. Reddy is particularly interested in the chrome industry, which he says is now in a bad way, as operators have large quantities on hand and no market. When the war ended the bottom dropped out of the market because of failure to intelligently provide for this new industry by the Government.

Harry Fox, who was born in Germany, is disgusted because he did not get a chance to fight the Huns in the old country after serving more than 18 months in the 27th Artillery, most of which time was consumed at Fort Stevens. The returned soldier was a mess sergeant, and in civilian life followed the occupation of cook. The 27th was three days out towards the war zone when a wireless announced that the armistice had been signed, and the ship was ordered to put back for the United States. There was some celebration on board. With the exception of a few officers, the Oregon and Washington men of the 27th were sent to Camp Lewis, and are now there awaiting discharge. Sergeant Fox was discharged at Camp Eustis, Va.

James F. Corbett, train dispatcher at La Grande, arrived at the Hotel Portland yesterday on his way home from California, accompanied by his son, J. W. Corbett, who has been in the service at Mather Field. Another son of Mr. Corbett was lost while in the service.

W. E. Gibbons, late of the sub-chaser 303, is in the city for a rest. He is now a junior Lieutenant; before he went to war he was in the local hydrographic office. For some time he taught navigation at Pelham Bay, and later was sent to sea in the submarine chaser, a boat 110 feet long, carrying a crew of 23 and with a fuel capacity for three weeks. Lieutenant Gibbons speaks highly of the sub-chaser as a sure cause of seasickness. Everyone on board gets seasick. During his two months of cruising he never saw a sub, although the 303 was ready to scoot after them at a rate of 37 knots an hour.

Roy N. Bishop, general manager of the Palace Hotel in San Francisco, registered at the Benson yesterday on his way home from Spokane, where he has some mining interests.

Mr. and Mrs. Horace Palton, of Gold Hill, are at the Imperial. Their home is in Sam's Valley, where the Rogue River Indians made their last stand. Mrs. Palton says the Indians were not forced to jump from Table Rock into the river, as some people contend, because it would be a three-mile jump.

Down at the Multnomah are a couple of old salts who are waiting for new ships to carry them out of Portland. They are Captain E. O. Killman and Captain A. W. Ames. Captain Killman says that Captain Ames was once steering a cargo of cattle toward Alaska when he ran his boat so far ashore that the cattle walked off onto the land. Captain Ames likes to tell of Captain Killman being wrecked in the South Seas and how he subsisted on cocoanuts after reaching an island via the raft route.

E. M. Blake, who has a shipyard at Oakland, Cal., is at the Hotel Portland.

Ross Finnigan, at the Benson, yesterday received two letters from overseas. One was from E. H. Bernegger, former manager of the Benson, who is now at Brest, France, and the other was from George Underwood, a former Benson employe, now with the 148th Field Artillery, who has been fighting with the American forces near Verdun. Mr. Underwood writes that the only thing he wants now is to get back to Portland. He is fed up on war.

Dr. W. J. Kerr, president of the Oregon Agricultural College, was at the Imperial yesterday, conferring with Jefferson Myers, secretary of the board of regents, regarding the meeting of the board to be held January 18.

R. L. Taggart, former football star of the Oregon Agricultural College, arrived in town yesterday, with the rank of Ensign. He has been paymaster on one of the transports crossing between the Atlantic Coast and "over there."

Mrs. John Withycombe, and Miss Mabel Withycombe, of Salem, are among the Portland Hotel arrivals.

Herbert Hanlon, editor of the Pacific Shipping Illustrated, a Seattle magazine that devotes considerable space to Portland, is at the Multnomah. The last time he was here Mr. Hanlon brought his mother down to the Grand Army reunion.

Frank Albers, of San Francisco, and George Albers, of Seattle, arrived yesterday at the Benson. They are members of the Albers Bros. Milling Company, of this city.

Ben Brown, Sheriff of Malheur County, came to the Imperial yesterday to look 'em over.

Senator Walter M. Pierce, of La Grande, sold a car of fancy Hereford beef cattle from his Grand Ronde Valley farm yesterday for the highest price ever paid in North Portland yards, 11 cents. This is the highest price paid for a full car.

308th Engineers.

PORTLAND, Jan. 6.—(To the Editor.)—(1) In what division is Company C, 308th Regiment Engineers?
(2) Where was it when the armistice was signed?
(3) Where is it now?
(4) What work are they doing?

(1) It is in the 83d Division.
(2) Lemans and Castres, France.
(3) No further announcement.
(4) This is a depot division and just what the duties of its engineers are is difficult to say.

354th Aero Squadron.

ORCHARDS, Wash., Jan. 5.—(To the Editor.)—Please publish whether the 354th Aero Squadron is detailed to come home or if it is in the Army of Occupation. A SOLDIER'S WIFE.

It is not yet listed for return, but is not in the Army of Occupation.

Company D, 37th Engineers.

NORTH BEND, Or., Jan. 5.—(To the Editor.)—Please tell me in what division the 37th Engineers, Company D, is. Are they listed for early return? A SOLDIER'S WIFE.

It is not in a division. Was last reported at Souilly, France, with no intimation as to immediate return.

ACTIVITY OF FOURTH ENGINEERS

Letter From France Gives Brief History of Operations of Unit.

OAKLAND, Cal., Jan. 3.—(To the Editor.)—The following extract from a letter written November 23 by Lieutenant Meldrum M. Rinearson, 58th Infantry, but with the Fourth Engineers until August 9, and near them until the late days of the war, answers G. M. B. K., of St. Johns:

We landed at Bordeaux the 15th of May. We had one encounter with a submarine, a torpedo passing between our stern and the bow of the boat in the rear. The chasers got busy and our own boat dropped a depth bomb that lifted our stern out of the water. I do not know whether they got the sub or not, but the last I saw the chasers disappeared over the horizon firing with all their guns. The boat we were on was the ex-Kaiser's ship Martha Washington.

We paraded in Bordeaux and then went to Calais, where other parts of the division were. Our train passed through Amiens where the Boche gave us a shelling without doing any damage. At Calais we were bombed every night by raiders, but our regiment did not lose anyone. From there we went to Samur in support of the British on the Flanders front where we spent a quiet month. All of a sudden we were rushed up behind Chateau Thierry, where we hurriedly built defenses, staying there all through June and a part of July. We did not get into the thick of the fight but suffered some from shell fire.

On the night of the 14th of July we sneaked away to a little town at the point of the Soissons-Rheims salient about 12 miles behind the lines. The night of the 17th we marched in the mud and rain, coming into the lines at 3:45 A. M. At 5 we went over the top at Chezy and were in and out until on the Vesle at Ville-Sayoye. Here the engineers went out ahead of the infantry and built bridges.

The Oregonian of August 9 has an account of Major Newcomer and Captain Growdon (the latter a Portland man) being cited for bravery at this time. Both officers have been promoted since.

We rested two days at Liffol-le-Grand and again started for the front, taking over a sector just to the right of Verdun at the mouth of the St. Mihiel sector, and we stayed there until the drive was finished. Then we shifted to the left of Verdun (Argonne front) where we jumped off September 26, passing about a kilometer to the right of Montfaucon. On the Ourcq we passed Quentin Roosevelt's grave.

I am sorry G. M. B. K. failed to sign his or her name, for I would have been glad to have mailed letters of interest to those whose relatives were in the Fourth Engineers, but not of particular interest to the public.

HELENA B. RINEARSON.
229 Forty-first street, Oakland, Cal.

Demobilization of 65th Coast Artillery.

HUBBARD, Or., Jan. 4.—(To the Editor.)—Please tell me if the 65th Coast Artillery has left France yet. If not, when will it leave? What is its present location and where will it be demobilized? AN ANXIOUS MOTHER.

The Oregonian has numerous inquiries of this nature regarding the 65th Coast Artillery. All inquirers will please note that the 65th was assigned for early convoy on December 7, but prior to January 5 had not been listed in sailings. Readers are asked to watch the sailings and arrivals as printed in the news columns. Under present practices the unit will undoubtedly be demobilized at Fort Stevens. This is all the available information we can give Constant Reader, Portland; Subscriber, Eugene; A Subscriber, Astoria; Mrs. R., Hood River.

Battery D, 119th Field Artillery.

TILLAMOOK, Or., Jan. 4.—(To the Editor.)—Please tell me in what division Battery B, 119th Field Artillery, is, and if it has been ordered for home. Are Marines whose time expired during the war, but who were held until the war was over, discharged or kept in the Army of Occupation until all come home? A MOTHER.

The 119th Field Artillery is in the 32d Division Army of Occupation, last reported with headquarters at Consdorf, Luxemburg. Such Marine will probably be held only until he can be released without inconvenience if he seeks release.

Field Hospital 167.

LA GRANDE, Or., Jan. 4.—(To the Editor.)—Kindly state where these were located on November 11:
(1) Field Hospital 167; Sanitary Train 117; 42d Division.
(2) Where are they at present?
(3) When are they slated for return? C. H.

1 and 2. The hospital and train are a part of the 42d Division, now in Army of Occupation, with headquarters at Mersch, Luxemburg.
3. Slated to remain.

Seized Enemy Property.

SIFTON, Wash., Jan. 4.—(To the Editor.)—When the property of an enemy alien is taken over by the custodian of enemy property and sold, what becomes of the proceeds? Are all or any of the owners of such property reimbursed? SUBSCRIBER.

The property is held in trust for the owners and they will be reimbursed as soon as there is no possibility that the income or proceeds can be used to the military disadvantage of this country.

Air Service Mechanics.

ALSEA, Or., Jan. 4.—(To the Editor.)—In The Oregonian several days ago Company 17, of the Air Service Mechanics, was listed for early return home. Does this include the First Regiment Motor Mechanics, of the fourth battalion? A SUBSCRIBER.

Company 17 is not listed as a part of the First Regiment, M. M., A. S., evidently belonging either to the Fourth or Fifth Regiment.

Fifth Corps Artillery Park.

PORTLAND, Jan. 6.—(To the Editor.)—Has the Fifth Corps Artillery Park, M. O. R. S., left France yet? If not, is it among the units coming soon? A SUBSCRIBER.

The Fifth Corps Artillery Park was listed for convoy home on date of December 7. It probably has sailed by this time, but had not appeared in lists up until January 3. Watch arrival lists in The Oregonian.

Men Have Option.

PORTLAND, Jan. 6.—(To the Editor.)—Are the non-commissioned officers now in the officers' training schools in France to be retained until they make their commission, or will they be mustered out with their old regiments? MRS. M. SPURLIN.

A non-commissioned officer in training has the option of being discharged with his unit or of finishing his training and taking a commission in the Officers' Reserve.

Company F, Second Field Artillery.

PORTLAND, Jan. 6.—(To the Editor.)—Kindly tell me if possible where Company F, Second Field Artillery, is. September 16 it was at Fort Sill, Okla. WORRIED MOTHER AND SISTER.

It is a part of the Eighth Division. The Eighth landed in France about the time the armistice was signed and the artillery has been ordered home.

Now in the 65th Coast Artillery.

MORO, Or., Jan. 4.—(To the Editor.)—Kindly tell me if Battery C, 65th Artillery, which was stationed at Fort Stevens before going overseas, is now in the 65th Field Artillery or 65th Coast Artillery. A READER.

It is in the 65th Coast Artillery, listed for convoy home on date of December 7. It probably has sailed by this time, but had not appeared in lists up until January 3. Watch arrival lists in The Oregonian.

In Other Days.

Twenty-five Years Ago.

From The Oregonian of January 7, 1894.

The Portland Chamber of Commerce condemned the statements contained in Governor Pennoyer's Christmas letter to President Cleveland as being "erroneous, misleading, injurious and not warranted nor substantiated in any manner by the facts or condition existing in any section of the state, or throughout the state as a whole."

Berlin.—An agreement regarding the Russian treaty of commerce has been reached on all points but the Russian side. The difficulty now remaining is the duration of the treaty. Russia favors a short and Germany demands a long period.

Oregon City.—Report of the local U. S. land office for 1893 shows that 576 homestead entries were filed covering 82,447 acres. Final proof numbered 379, embracing 56,921 acres. There were also 62 homestead commutations, covering 9980 acres.

Sheriff Kelly did not receive any warrant for his fees during the month of December. According to a statement made by Judge Moreland, his revenues will be cut off entirely until he has liquidated his debt to the county. Sheriff Kelly remarked that he would be ready to settle with the county just as soon as he could secure the final report on the delinquent tax roll.

Fifty Years Ago.

From The Oregonian of January 7, 1869.

New York.—Vigilance committees are being organized in most of the wards of the city for the purpose of bringing rogues to justice.

London.—It is said that Greece will introduce the claims of the Cretans into the Paris conference, and will command that they be allowed to declare who shall be their rulers by plebiscitum.

Jacksonville, Or.—The smallpox is raging here. All business is suspended. There are 19 cases under treatment at the pesthouse, six of which are announced convalescent.

The West Side Railroad Company has disbursed since breaking ground last April nearly $75,000 in gold coin, besides large sums paid in lands and bonds; has finished 130,000 cubic yards of grading, and still has a large grading force at work beyond the mountains.

Previously Answered in News Columns.

PORTLAND, Jan. 6.—(To the Editor.)—Please tell me whether the 146th Field Artillery, D, is still in France. If so, what part, and when will they return to the United States? MRS. A. W.

PORTLAND, Jan. 6.—(To the Editor.)—Please inform me as to where Company D, 161st Infantry, is now located. What division is it in and is it listed for early return? SOLDIER'S MOTHER.

PORTLAND, Jan. 6.—(To the Editor.)—Can you give me any information regarding the 91st Division, especially the 364th Infantry, Mechanics? Are they being held for the Army of occupation, or will they be sent home soon? SOLDIER'S WIFE.

PORTLAND, Jan. 6.—(To the Editor.)—In what division is Battery A, 147th Field Artillery, and where is it at present? Is it listed for early return? A. H.

COTTAGE GROVE, Or., Jan. 6.—(To the Editor.)—Please inform me whether the 347th regiment of Field Artillery of the 91st Division is slated for early return home. A SOLDIER'S WIFE.

The foregoing questions were answered fully in the news columns of The Oregonian on January 4.

48th Coast Artillery.

PENDLETON, Or., Jan. 5.—(To the Editor.)—How soon is the 48th Coast Artillery expected home? A SUBSCRIBER.

PORTLAND, Jan. 6.—(To the Editor.)—Where is the 48th Coast Artillery, Battery E, now located. Are they listed for early return home? CONSTANT READER.

The 48th Coast Artillery was designated for return on December 14. Watch sailings and arrivals in The Oregonian news columns.

116th Engineers Assigned for Convoy.

PORTLAND, Jan. 6.—(To the Editor.)—Kindly tell me if Company A and Company D, 116th Engineers, are listed for early return. If so, what is the date of sailing? Is Company E, 18th Railway Engineers, assigned for early return? H. I.

The 116th Engineers were assigned for convoy on December 28. Watch The Oregonian news columns for their sailing. The 18th Engineers have not been ordered home.

145th and 146th Field Artillery.

PORTLAND, Jan. 6.—(To the Editor.)—Please tell me if the 145th Field Artillery is with the Army of Occupation, also have you any information concerning the 146th Field Artillery? READER.

The 145th has been ordered home and the 146th is listed with the Army of Occupation. The latter is a part of the 141st Division, now ordered home, but presumably will remain in Germany.

Son's Obligation to Support Mother.

GALVIN, Wash., Jan. 4.—(To the Editor.)—Who would be compelled by law to support a widow who has three married daughters and one married son, the daughters not having any children and the son having six? All parties are earning their support by day's wages. The daughters have no property and sons-in-law refuse to help. The son is able to support his mother. A SUBSCRIBER.

The obligation rests upon the son.

Battery C, Sixth Field Artillery.

DALLAS, Or., Jan. 5.—(To the Editor.)—In what division is Battery C, Sixth Field Artillery, which went to France at the beginning of the war? Where is it located. If not returned yet, when will it be? F. M. ROBBINS.

It is in the First Division, Army of Occupation, and not likely to be returned for many months. Last announced headquarters of the division was Hayingen, Germany.

104th Aero Squadron.

ASTORIA, Or., Jan. 5.—(To the Editor.)—Please tell me in what division the 104th Aero Squadron is and where located. MRS. BLUCHARD.

Aero squadrons are not divisional units. Location of the 104th has not been given. Watch lists in The Oregonian news columns, as it has not yet been listed for return.

Ordered Home, But Has Not Sailed.

ECHO, Or., Jan. 4.—(To the Editor.)—Kindly state in tomorrow's Oregonian if Battery C, 46th Regiment, C. A. C., has sailed and, if so, when. SOLDIER'S WIFE.

It has been ordered home, but not listed in announcements of sailings, which you can follow in the regular news columns.