

The Oregonian

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Portland, Sunday, Sept. 10, 1916.

DUTY FIRST? OR SAFETY FIRST?

The recent address of Theodore Roosevelt at Lewiston, Me. (printed elsewhere today), strikes the highest note of patriotism, duty and service yet sounded in the Presidential campaign...

COLONEL ROOSEVELT EXPOSED THE SOURCE OF ALL MR. WILSON'S SERIES OF BLUNDERS WHEN HE SAID:

The policy of the United States must be changed with a view to the honor and safety of the American people. It has thought only of today, never of the morrow. It has done nothing which all its abundant resources of evasion, vacillation and delay permitted to evade and has sought always by the arts of elucubration and letters to ally the justifiable apprehensions of the country or to quell the natural and spontaneous instinct and desire of the people to give their Nationalism sturdy and effective expression.

THE DEMOCRATIC SLOGAN THAT "WILSON KEPT US OUT OF EUROPE" WAS SHOWN BY THE COLONEL TO BE SHALLOW BUNCOMBE. HE RIGHTLY REGARDS WAR AS AN AFFAIR OF DEEDS, NOT OF WORDS.

Mr. Wilson's words regarding Mexico "Mexico is the relaxation of our moral fiber." He exposed the impudence of those followers of Mr. Wilson who call themselves Lincoln Republicans by reminding his hearers that Lincoln put duty first, while Wilson puts safety first—his safety being that of the moment by shrinking from duty.

IT IS A FAVORITE RETORT OF THE PRESIDENT'S DEFENDERS TO SAY THAT THE CRITICS OF HIS POLICIES ARE FOR WAR, FOR THE ONLY ALTERNATIVE OF PEACE IS WAR.

Who can justify war and all its horrors? They ask; and who can go with the Hugheses and the Roosevelts and others who think with them in plunging the Nation into bloody conflict? It is

not at all a question of war or peace, but of duty and life and self-respect and honor and preparedness—all first principles of human conduct and of National conduct. War is not to be avoided by the Nation which merely courts peace, any more than the consequences of lawlessness are to be escaped by the citizen who observes the law and who contents himself with no effort to restrain and discipline others, or require them to obey the law.

BIG FAMILIES.

The Tacoma Ledger has discovered a family of sixteen comfortably living in a happy home in that city, and thinks the fact of first news importance. It was in the daily presence on the first page of that paper, with detailed text and many pictures. The name of the family, which has thus sought to live up to the Roosevelt ideal, is Ailsen, an old Norwegian name in origin and partly in birth.

SMASHING TO SMITHERS THE MODERN IDEAS THAT HEALTH, HAPPINESS AND PROSPERITY ARE CONFIDED IN THESE DAYS TO SMALL FAMILIES.

Such a settlement would lead to a large number of small families, and perhaps also the Belgian, coal and iron districts, and probably serious losses in a relentless pursuit like that from the Marne. The southeastern line might be drawn in to the Danube, but that would involve the east of the Balkans, opening of the Dardanelles to Russia, probably desertion by Bulgaria and fading of all hope of domination in the Near East.

STANDARDIZING SHIPS.

Why not the "standardized" steamship? The subject was broached in the United States a few years ago, but never defined a program of action made on this side of the Atlantic. The announcement comes that one of the large German trans-Atlantic lines already has launched the scheme, preparatory to putting it into effect after the war.

APPOINTMENT OF GENERAL VON HINDENBURG TO SUCCEED GENERAL VON FALKENHAYN AS CHIEF OF THE GERMAN GENERAL STAFF IS SCRIBED TO FAILURE OF THE PROLONGED EFFORT TO CAPTURE VERDUN.

Experience has proved that a vessel of from 3000 to 4000 tons' cargo capacity is the most practical size. Inasmuch as in high-speed craft the last few knots are obtained at disproportionate cost for fuel, no effort will be made to break speed records. Twelve to fifteen sea miles an hour is a good working speed, economical as to fuel and labor cost. Since there are many harbors in remote parts of the earth that are not standardized, it is proposed also drydock facilities are more or less subject to similar drawbacks.

THE SCHEME CONTEMPLATES MORE THAN A TYPE OF STEAMER THAT EXPERIENCE HAS PROVED TO BE OF GREATEST ALL-AROUND SERVICEABILITY.

It is regarded as possible to carry the idea of standardization to the last degree of minuteness. Even the bolts and rods, it is said, can be made with the view to their widest employment. By a carefully thought-out program of construction, it will be possible to reduce the number of specially made parts almost to the irreducible minimum. The ultimate aim of the builders is to produce a ship that will enable the practical reconstruction of one vessel out of the integral constituents of another.

THE UNITED STATES JUST NOW OCCUPIES A PROMINENT PLACE IN SHIPBUILDING.

We are now building ships at the rate of one a day. To be exact, there were at the date of the last report 348 ships under contract, or completed within seven days. The number is likely to be enlarged our yard facilities, since the demand is outrunning the supply and we have not yet made up for war wastage alone. But except that we sometimes build what are commonly called "sister ships," we commonly build toward "standardization." Even sister ships do not attain the practical mark.

THOUGH IT ROBS THE SCHEME OF SOME OF ITS ROMANCE, THERE IS NOTHING INHERENTLY DIFFICULT IN THE SCHEME FROM A MECHANICAL POINT OF VIEW.

We already have standard parts in steel-building construction; patterns have been adopted for types of railway cars; agricultural implement makers have a system down to a fine point, and many automobiles owe the success of their "service" features to the same policy. It is quite distinctly a move in the direction of better vessels for the money, and it promises to deliver the goods when the great contest for mastery of the world's commerce begins again.

EXPERIMENTAL USE OF CHINESE LABOR IN FRANCE AND RUSSIA, IN ORDER TO SET FREE MORE OF THE MEN OF THOSE COUNTRIES FOR THE ARMIES, PROMISES TO GIVE EUROPE A TASTE OF THE PROBLEM WHICH CONFRONTED THE PACIFIC COAST SOME YEARS AGO.

When the Pacific Coast some years ago, when peace shall have been declared and the white men return to their homes and begin seeking their old jobs. There will be a difference, however, in the respect that while our Chinese immigration came chiefly from the southern provinces, the Chinese now going to Europe are from the north, are of a robust type and are believed to be capable of a high degree of training in the mechanical arts. They are to be employed in man-

neral effort to cross the Yser and to reach Calais, and then to hold that line after his repulse. But he failed in repeated efforts to reach Warsaw and came to a deadlock which was broken by Von Mackensen's successes. The latter executed the plans of Von Falkenhayn so brilliantly that he crowded the Russians out of Galicia and Poland to the line which they held until their offensive began last June.

WAR AND HUMAN PROGRESS.

Efforts to draw conclusions from history as to whether war has helped or hindered the progress of the human race are shown by James Bryce, British Ambassador to the United States, to be made difficult by the fact that mankind has lived in a state of practically permanent warfare. Writing in the Atlantic, Lord Bryce tells the Egyptian and Assyrian monarchs were always fighting and that the author of the Book of Kings speaks of the Spring as the time when Kings go forth to war, "much as we should speak of Autumn as the time when men go to the fields."

THE CHIEF STATISTICIAN OF THE STATE LABOR DEPARTMENT APPLIED THE INCREASE IN DUE TO THE RAPID EXPANSION OF BUSINESS, INVOLVING AS A NATURAL CONSEQUENCE TWO OTHER REASONS.

In the first instance there has been a demand for workmen which has necessitated the employment of large numbers of inexperienced hands. These have been among the chief recent sufferers, as the figures show. Another cause of accidents has been the desire of all concerned to invest in machinery as fast as possible.

WE HAVE GONE ALMOST AS FAR AS IT IS HUMANLY POSSIBLE IN THE WAY OF MECHANICAL PREVENTION OF INJURY TO WORKMEN.

There is a disappointment, no doubt widespread, general and ill-fitting. At all concealed, now that the National Association of Dancing Masters has adjourned against the people in general, and never can hope to attain a National state of mind even approaching it. It looks as if the task of creating a National dance for Americans would prove a thankless and probably a hopeless one. Yet purely as a form common alike to the bashi-bazook and to the child in the streets, it continues to be a vehicle of individual, when not of National, expression everywhere.

A NATIONAL DANCE.

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PHILADELPHIANS ARE SAID TO HAVE HAD AS A DISCOVERY THE MAKING OF DENATURED ALCOHOL FROM RYE.

A good quality of spirits has long been made from this and other grains, and the denaturing process is quite apart from the making of the alcohol itself. Philadelphia has simply been asleep again.

IT IS ONLY THE DOMESTIC GOOSE THAT IS THE SYMBOL OF STUPIDITY.

His wild brother seems to know more than man has been able to learn about the passage of the seasons and the flight of geese southward is one of the most reliable indications that Summer is gone. "Ha-ha!" replied the C. O. Boy. "They'll have to use the weight of Troy."

BREND LANE SONG.

Pat-a-cake, pat-a-cake, Baker Man! Sell me a roll as quick as you can; Weigh it by ounces and carats of Troy For me and the Courteous Office Boy!

PAT-A-CAKE, PAT-A-CAKE, BAKER MAN!

Sell me a roll as quick as you can; Weigh it by ounces and carats of Troy For me and the Courteous Office Boy!

THE EPISCOPAL CHURCH MAY AS WELL ELIMINATE THE WORD "OBEY" FROM ITS MARRIAGE SERVICE.

The women eliminated obedience long ago. Life has its compensations. As the vacation season nears its close, we are relieved of the necessity of deciding on a place to go.

BOTH THE ENTENTE ALLIES AND THE CENTRAL POWERS ARE DOING THEIR BEST TO MAKE WORK FOR THE BUREAU OF GEOGRAPHICAL NAMES.

A few days ahead of time, perhaps, but Autumn is not so bad, after all.

GLEAMS THROUGH THE MIST

THE LEVITATION MYSTERY OR SONGS OF THE RISING OF BREAD. Ode to the Cost of Living. Hail to thee, blithe spirit! Bird thou never wert, But to heaven, or near it, Thou dost make a spurt, So doggone high, to see thee makes my poor eyes hurt.

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