DEFENSE NEED SEEN

Portland Business Men Hold Conference on Subject.

HELM REPORT IS STUDIED

Results of Conference to Consider Coast Needs as to Naval Defenses Are Reported to State Council of Defense.

At a conference Friday of representative business men of Portland earnest consideration was given the need for more adequate naval defense of the Pacific Coast than exists at present. The conferees had before them as the basis of their deliberations a summary of the recommendations of the Helm Commission, recently published at direction of the Washington State Council of Defense.

Formation of this commission to make a study of defenses of the Pacific Coast and offer suggestions and recommendations was authorized by act of Congress in 1916. Though its findings were voluminous and seemingly backed by an abundance of facts demanding attention they brought no appropriations and no action of any kind. This neglect is leading to inauguration of efforts in Washington and Oregon and presumably in California, to obtain in some degree the increased protection it is held that this Coast deserves.

Recommendations Are Cited.

The Helm Commission was composed of J. H. Helm, Rear-Admiral W. L. Capps, chief constructor; H. H. Rousseau, civil engineer; G. W. McElroy, Captain; C. L. Hussey, Commander, all of the United States Navy.

Some of its recommendations were these:

"Immediate provision for a marked expansion in berthing, docking and repair facilities on the Pacific Coast.

"The present facilities of the Pacific Coast yards must be increased to at least treble their present capacity.

"For the acquisition of the necessary site and the immediately necessary development of same (submarine and aviation base) on the Columbia River."

The impression made and results accomplished by the commission are summarized in the compiled report, entitled "Naval Unpreparedness of the Pacific Coast," in the one terse word, "None." Work done as result of the recommendations is summarized with equal terseness in the single word, "Nothing."

Conference Result Not Given Out.

Compilation of this report, incidentally, was the work of William H. Lewis, president of the Lewis & Wiley Companies of Portland and Seattle.

Results of the conference in this city were not made public but were carried to the State Council of Defense. Those who took part in the meeting were W. M. Ladd, Edward Cookingham, Guy W. Talbot, A. L. Mills, Henry L. Corbett, W. D. B. Dodson, John K. Kollock, Robert N. Strong and E. B. MacNaughton.

SPRINGTIME IN FRANCE SEES WOMEN TOILING IN THE FIELDS

Oregonian Staff Correspondent Finds It Hard to Realize That World Conflict Is so Near at Hand.

BY WILL G. MacRAE.
Staff Correspondent of The Oregonian.

WITH THE AMERICAN ARMY IN FRANCE, March 21.—(Special.)—It's Spring time in France, plowing time. It is hard to realize that off on the western front men are being killed, maimed and gassed when one travels over the rural district, and the farmers, for the most part old and young women, are breaking the soil in preparation for the planting of Spring and Summer crops.

Traveling far into the interior to within 20 miles of the actual fighting front one goes long miles through agricultural France. On the south the chief industry are the vineyards, and how beautiful and peaceful these look from the car window.

As one goes whirling by these rural scenes it is hard even to visualize that along the fighting front men are flinging themselves at each other's throats, that some are dying and others being carried to the rear frightfully wounded. In spite of all this, this is a land of no hysteria. If hysteria ever existed in this stricken land it has been buried along with those heroes who have gone before. I have looked in vain for the explosive emotional French so often described.

Unless one have the misfortune to have been born and bred among the canyons of New York one has a pretty general idea of how farming is done in the States. Well, after seeing the French farmer, his very precise manner of laying out his farm for cultivation, checker board fashion, it is a bit mystifying, seeing the crude tools he has to work with, that he is able to raise such crops as he does.

Soldiers' Uniforms Seen Everywhere.

One sees in this land the soldier uniform of every nation, whether that nation is at war or not. One sees men in these uniforms in Paris, in the larger towns and in the villages. The prevailing color scheme of France is the pale blue of the French soldier or the olive drab of America or Great Britain. Soldiers are everywhere, and at first on seeing the thousands on the streets one at first wonders if there are any fighting men left at the front or whether after all the war hasn't ceased. However, study the facial expression of the soldiers on leave and one quickly comes to the realization that these men are not on holiday bent. They are only on limited leave permission, bent on getting out of this short permission the greatest amount of rest possible.

One of the interesting sights as one goes hurtling by rail or automobile through the rural districts is a soldier in uniform following behind a team of horses driven tandem, or perhaps it is a team of patient, slow-moving oxen. Sometimes, quite often, one sees off in the distance a queer plowing team. Perhaps it's a small jackass, or what we call at home a burro, hitched to an antiquated plow almost twice the burro's size and weight, and alongside of the animal a poilu, home on permission, with an improvised shoulder harness, pulling his share of the load as the plowshare cuts a shallow furrow through the mellow soil, while the wife, stumbling and cluttering about in her wooden shoes, holds the handles of the plow.

This is the way the farmer soldier spends his leave permission. While this is the condition in the country, the only change in conditions in the towns and villages is that the work is being done by women, some of them gray and very old, and old men and crippled soldiers. I have seen women employed even in paving the streets, country road repairing, in short all tasks that men were formerly engaged in.

Here in this city where I am writing this, as I look out of the narrow windows, are three buxom, sturdy women and three old men repairing a break in the street paving and relaying cobble stones between the streetcar tracks. It, to them, seems all a part of the day's work. The women laugh quiety as they work and often they do double work in order to spell the old men.

There are women conductors and motorwomen. They seem to have consideration only for the soldier. They are very gentle, especially if the soldier be wounded, but she, the conductor scolds and sputters loudly at the women, children and men folks who ride on her car. She doesn't hesitate a second to bawl out a passenger if they do not happen to be in a soldier's uniform or the man, woman or child if they happen to be of the "end seat hog" variety. It is better than going to see a vaudeville show to hear her bawl these people out. Often one sees them alight from theeir car and assist a wounded soldier up the steps and into the car. If all the seats be taken, her eagle eye will light upon some smug individual who tries to hide behind a newspaper.

Biff, she will clout the paper with a hanad, reddened by the weather and about the size of a bungstarter, reach over and yank that "gent" out of his seat and with a courtly bow place the soldier in the vacated seat.

Women Handle Baggage.

Women are on duty at all the railroad stations, handling baggage, and on the trains, punching the tickets. When first over one is apt to be a bit shy about allowing women to carry his baggage. Perhaps, as is often the case, you can hardly carry it yourself. Rest your chivlary. Hold tight to your vanity. Your woman baggage-smasher will grab your bags, as like as not swing one to her shoulder and grasp the other in her hand and hit a pace up the depot platform that makes you recall the days when you were trying for the varsity track team.

Not often does one see a man huckster. If one does, he is almost as old as the stars. Here again the woman has taken the man's place. It is the same with the newspaper venders. Once in a blue moon one will see a young girl either selling papers or trundling a pushcart. Not often. For the most part they are women, either very old or well past middle age. Through the narrow streets they go crying their wares. There is always a dog, a leather thong around his neck tied to the axle, and he helps pull the cart, in which there is usually a little dab of watercress, a few onions, a few badly pitted apples and other vegetables. It is a big sale when they sell to one housewife two carrots, an onion or a bulb or two of garlic, a small bundle of watercress, maybe all told 15 centimes' worth. The huckstress will cheat, but she is always polite and her "Merci, madam," is well worth while.

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When a man buys Nettleton Shoes once he will never afterward resort to a lower quality. The present sale at all Baker stores is your opportunity to buy Nettleton shoes now. Eight lines, original values $10.00, $11.00, $12.00, are now on sale for

4018—The "Ardsley," patent colt button. **Regular price $11.00.**

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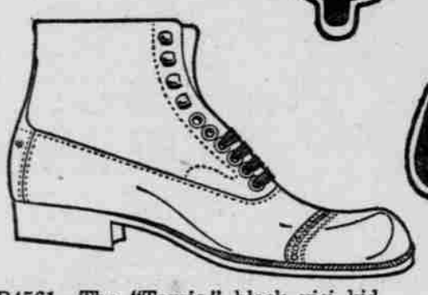
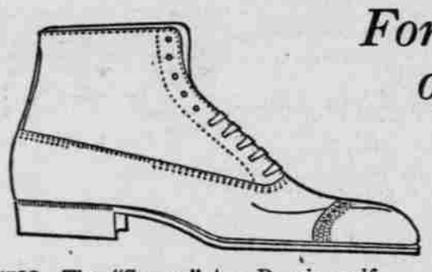


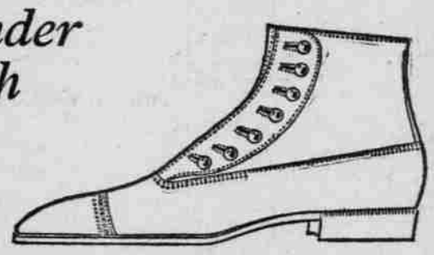
B4561—The "Tarsic," black vici kid. **Regular price $11.00.**

7206—Tan Russian calf Oxford. English model. **Regular price $10.00.**

For the Remainder of This Month



5532—The "Saxon," tan Russian calf. **Regular price $12.00.**



4862—The "Ardsley." Black gunmetal button. **Regular price $11.00.**

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AMERICAN GIRL IN PARIS

Margaret H. Wentworth Tells of Bravery Displayed in France.

STAYTON, Or., April 20.—Mrs. G. F. Korthek has received a letter dated March 24 from her cousin, Miss Margaret H. Wentworth, from Paris, France, parts of which are as follows:

"Your letter of January 28 reached me only a little while before I sailed and just when I was extremely busy. I had been wanting to do something in the way of war work for some time, so when I heard the Y. M. C. A. needed women workers I volunteered and was accepted.

"I sailed February 23 and had a very good crossing for the season. No storms, no bitter cold and no submarines. I am living with a charming old French woman who has two sons at the front and who is very glad to have someone to keep her company and share expenses. I know French fairly well and, as she speaks no English, I am getting splendid practice.

"Paris is almost as exciting as the front these days. We have had half a dozen air raids since I have been here and now they have begun firing the big cannon that carries 75 miles at us. No one is cowed, however, and the city is so beautiful in the Spring sunshine, with the chestnut trees in bloom, that it is hard to believe in this wicked war that is not very far away."

SOLDIERS GOOD WORKMEN

Uncle Sam's Men Make Good in Mills and Camps.

MARSHFIELD, Or., April 20.—(Special.)—Uncle Sam's soldiers constitute a material portion of the logging and milling forces that are rushing ship and aeroplane lumber to destinations of manufacture. There are now more than 200 soldiers engaged in the camps and mills, distinguished as follows: 200 working with the Smith-Powers Company; 58 in the Buehner Lumber Company camp at Eel Lake; 50 employed in the Buehner Lumber Company and North Bend Mill & Lumber Company mills in North Bend.

Reports credit the soldiers with being excellent workmen and mostly experienced. In addition to soldiers in service, the two Coos Bay shipyards have in their employ at present about 250 men of draft age, who in being exempted, might be classed with the Army workmen, making together, one-seventh of the men engaged in lumbering lines in Coos County.

MRS. A. H. BALTIMORE DIES

Lebanon Pioneer Passes at Home April 7 at Age of 78 Years.

Martha A. Baltimore died at the family home near Lebanon, April 7, at the age of 78 years. She was born in Southern Indiana, May 12, 1839, and crossed the plains with her parents, John and Sarah Clifton, in 1847. She was married to Aaron M. Baltimore, December 21, 1857.

Surviving her are three children: Anthony, of Lebanon; Mrs. Annie Powell, of Spokane, and Mrs. Viva Stuart, of Bend, and one sister, Mrs. S. E. Barger, of Spokane.

Funeral services were conducted at the family home, April 9, by Rev. Hiram Smith, pastor of the Church of the Brethren. She was laid to rest by the side of her husband in the Masonic Cemetery near Lebanon.

Entertainment Is Planned.

Waverly Heights Church Aid Society will give an entertainment on Friday at 8 P. M. Among those who will assist on the programme will be the Sunday school children, J. Shearer, Billie Griffith, Katherine Kressman, Margaret Kressman, Mr. and Mrs. Robert Robertson and Miriam Schmulki.

INQUEST TO BE HELD

Coroner to Investigate Death of Motorcycle Policeman.

CORNER IS DEATH TRAP

Fraction of Second More Time Would Have Resulted in Avoidance of Accident, Is Testimony of Bent Fender of Auto.

Investigation into the cause of the death of Motorcycle Policeman Litzenberg, who was killed almost instantly Friday afternoon at East Seventh and Beach streets in a collision with an automobile driven by E. Ehlenberger, has caused Coroner Earl Smith to conduct an inquest. The inquest will be held at the County Morgue, Second and Jefferson streets, at 8 o'clock tomorrow night.

Ehlenberger, who faces a charge of manslaughter, is suffering from shattered nerves. His bail was fixed yesterday at $500, which he secured, and he was released. He maintains that he was driving his car not to exceed 15 miles an hour, and that he made every effort to turn his machine out of the way of the officer's motorcycle. The extreme front end of the left fender of the car is bent abruptly, showing that if the turn had been made a fraction of a second sooner the accident might have been avoided.

The intersection at East Seventh and Beach streets is regarded as hazardous to motor vehicle traffic, being known as a "blind corner." On the Seventh-street side there is a bluff about eight feet high and on the Beach-street side there is some dense shrubbery. There also is some cordwood piled along the Beach-street side. With these various obstructions it is almost impossible to observe vehicles coming along either street until the crossing is reached.

Litzenberg's funeral probably will be held at 2 o'clock Wednesday afternoon. The services will be conducted at the Elks' Temple, Broadway and Stark street, the officer having been a member of the Portland Lodge. Twenty-five police officers who are brother members will be special escorts. Members of the motorcycle squad of the Sheriff's office and many motorcycle owners of the city who had been close friends of the officer also will attend the funeral. Arrangements for the funeral are in charge of Sergeant Irvin, of the police motorcycle squad.

Besides his widow, his mother and sister, who live in Portland, and two brothers, one residing in California and one in the East, survive. The brother living in California will come to Portland to attend the funeral.

Portland Man on Tuscania Has Narrow Escape.

William G. Robertson Saved After Giving Himself Up for Lost.

MARSHFIELD, Or., April 17.—(Special.)—Although it seemed that everything had been told about the Tuscania disaster, a belated letter came to Marshfield recently telling of the miraculous rescue of a well-known Portlander, W. G. Robertson, who is a member of the 20th Engineer Regiment. Mr. Robertson has a wide acquaintance on Coos Bay through his short residence here in handling property belonging to the Portland, Eugene & Coos Bay Land Company.

While crossing the Atlantic, Mr. Robertson writes, the men were drilled constantly regarding the abandonment of their ship in the event of submarine trouble, and every man had his station. There were lifeboats sufficient for most of the contingent on board. When the vessel was torpedoed she had a list of nearly 40 degrees, and but few of the lifeboats could be launched successfully. Some that were released went down to the water end-foremost, and one was cut away by an excited landsman and the entire load of human freight was dumped into the sea.

The boat to which Mr. Robertson was assigned was lost in trying to launch it, and the men assigned to it had no recourse save to wait for the scouting war vessels. It was two hours after the explosion when a destroyer drew up beside the Tuscania, where Robertson and his companions waited. Ropes were uesd to lower the men to the deck of the rescue vessel, but when Mr. Robertson's turn came and he slid down the rope, the vessels had drawn apart and his rope would not reach. In the confusion no attention was paid to his predicament and, clinging to the rope in the hope of aid, he became exhausted and gave himself up for lost when he could hold on no longer and dropped, expecting to be swallowed in the water.

Instead of falling into the sea, he landed on an overturned lifeboat that had wedged between the two ships, and was shortly afterwards thrown a line from the destroyer and saved.

CAMP ATTRACTS MANY

CORVALLIS STUDENTS TO TRAIN AS ARMY OFFICERS.

Men With Advanced Standing Required to Attend Government School Scheduled to Open May 15.

OREGON AGRICULTURAL COLLEGE, Corvallis, April 20.—(Special.)—The students' training camp to be conducted by the Government this Summer, and which has been announced to open May 15, will affect large numbers of the boys of O. A. C. The greater part of the juniors and seniors are in the Reserve Officers' Training Camp, conducted by the college military department, and these men and all others having advanced standing will be required to enter the Summer training camp. Underclassmen who may be recommended by Captain Maginnis, commandant of cadets, will also go to the camp. Official notice of the camp has been received by Captain Maginnis from H. P. McCain, Adjutant-General's office, but the place to which they will be sent has not been specified. Oregon Agricultural College is one of the few Northwestern schools to be allowed to enter men in the camp.

It is specified that boys entering under certain conditions will go into such service as the Government may put them if they do not receive commissions. Reports must be in for application by April 28.

Captain Maginnis has been instructed by the Quartermaster-General to enlist senior agricultural students of Oregon Agricultural College who are specially qualified in a unit, which will doubtless be a sort of agricultural army for speeding up crop production. The regulations require that the men enlisted be recommended by their deans of high scholastic and personal standing. Captain Maginnis said that a large number of Oregon Agricultural College men could qualify for this work. They will doubtless be sent out over the country to act as farm specialists in various communities.

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