

The Prices of Eggs
In interesting to nearly every person, whether he has them to sell or whether he is merely on the buying end. The price of eggs is but one small item of interest, however, in The Journal's market section. Daily and Sunday editions are recognized as the "market authority" in the Oregon Country.

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PORTLAND, OREGON, TUESDAY EVENING, JANUARY 20, 1920.—SIXTEEN PAGES.

PRICE TWO CENTS.

It's All Here and It's All True
THE WEATHER—Tonight and Wednesday, cold, fair; northeasterly winds. Minimum temperatures Monday:
Portland.....21 New Orleans.....18
Hayward, Mont.....16 New York.....12
Los Angeles.....13 St. Paul.....6

ON TRAINS AND NEWS STANDS FIVE CENTS

OREGON SHIP YARDS AWAIT SETTLEMENTS

Favorable Action by Congress on Bills Pending for Relief of Builders Is Firmly Expected.

Total Claims of Wooden Plants Is \$15,000,000; McEachern Yard's Troubles Cited in Point.

Washington, Jan. 20.—(WASHINGTON BUREAU OF THE JOURNAL)—Total claims of wooden shipbuilders for reimbursement on a basis of equity for losses incurred through cancellation of contracts and the sudden end of the building program are roughly estimated at \$15,000,000.

This, according to figures made by shipping board accountants, will be about the cost of additional adjustments proposed to be accomplished by pending legislation, introduced by Senator Jones of Washington and in another by Representative Johnson of the same state.

CLAIMS ARE DESIGNATED

Passage of the measure appears certain in a form which will permit all claims to be settled for without question. The bill is in good faith for building ways, for losses sustained through changes in design or increased wages on lump sum contracts, like losses in delivery of material, interest and carrying charges on suspensions, and profits on work actually done.

Chairman John Barton Payne of the shipping board told the house committee on merchant marine that claims based on amortization of the yards appealed to him as equitable, and he thought the other allowances proper. He desired it made plain, he said, whether congress does or does not desire the payment of profit on completed work, indicating that such payments will not be made unless congress mentions this in the act.

TERMS CLASSES NAMED

Wooden shipbuilding claims fall into three classes, said Chairman Payne. The first class comprises claims for work and material and the second losses flowing directly out of cancellations. All these are to be settled for without question. The third class covers those included in the Jones and Johnson bills, payment of which had been begun, but which he stopped because he did not believe the board had authority to do it.

Ed W. Wright, vice president and manager of the McEachern shipyards at

(Concluded on Page Two, Column Four)

WARSHIPS ORDERED TO VLADIVOSTOK

Move by British Admiralty Said to Be Taken as Precautionary Measure.

London, Jan. 20.—(I. N. S.)—The British admiralty has ordered warships to Vladivostok as a precautionary movement, the Reuter Agency announced today.

Mayor Is Asked to Give Mooring Space For Naval Reserve

Lieutenant John A. Beckwith, commanding officer of the second section, thirtieth naval district, today sent a letter to Mayor Baker asking if the city could give mooring space to a naval vessel soon to be detailed here for use of the naval reserve.

The reserve is now being reorganized and will include 150 officers and more than 4000 enlisted men.

POLICE ARE GIVEN NEW RED CYCLES

DIDJA ever see a little boy with his first new red wagon? The police have just such paroxysms of joy.

Twenty motorcycle riders, among them big "Red" Schad, are happy as such little boys this morning, because they have new machines. After riding second-hand cycles for five years, Schad was allotted a new one today.

Monday afternoon his old machine died, and it simply wouldn't go any more. All the old ones were in such bad shape, in fact, that it was considered dangerous for the men to make fast runs with them.

The motorcycles are also to be equipped with sirens, to be used on emergency runs.

More Cold Grips All Northwest; Mercury Goes To 31 Above Here

Weather Bureau Says Spell Will Continue With Chilling North-eastern Winds?

A snapping cold wind almost directly from the north ushered in the "teenth" spell of real winter weather that Portland has had since the middle of October, the mercury in the official thermometer at the customs house dropping to a minimum of 31 above about 8 o'clock this morning.

According to Meteorologist Wells of the weather bureau, the cold extends generally over the Northwest, as far east as Colorado, Nebraska and Western Montana, with decided temperature drops reported from many places.

Tonight and Wednesday, fair and continued cold, with northeasterly winds, is the forecast. Northeasterly winds, by the way, is just a pleasant way the weather bureau has of describing the east wind which has a way of knocking Portland's "rep" as a winter resort.

To tell the dread truth, as Wells said, there will probably be another dose of east wind before the present spell breaks. Baker had a minimum of 20 above, Marshall 26 above, Roseburg 32, and at North Head, at the mouth of the Columbia, it was 32 above.

PACIFIC HIGHWAY TO BE DEDICATED

Great Road Open to Traffic From Mexico to Central Point, Or., Says Hill.

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(Concluded on Page Two, Column Four)

The Pacific highway will be formally dedicated its full length from the Canadian border to the Mexican boundary September 20, said Samuel Hill, president of the Pacific Highway association in Portland today.

"The highway can now be traveled from the Mexican line to Central Point, Or., and by September it will be in good condition to the United States and new going to Seattle to get assurance that the Washington gap from La Center to Olympia will be finished this year."

Three formal exercises will mark the dedication of the highway. One of these will be at Blaine, Wash., one at the Interstate bridge across the Columbia and one in San Francisco.

The road will run through the Imperial Valley and thence on to Yuma, Ariz.

"It is a wonderful country around Yuma," said Mr. Hill. "They grow the finest grapefruit there I ever saw. In connection with the proposed ocean and ocean highway, I got a new conception of the Mexican character. The highway at two points runs within 1000 feet of the boundary line. Mexican enterprises propose to build detours to connect with resorts where there will be fine hotels and where prohibition is unknown. It is plain to see that Mexico will capture a big share of the tourist business, isn't it?"

Man Who Came Here Seeking Soul Mate May Be Deported

Frederick Golding, 26-year-old Englishman, had a soul mate. He married her in spirit he is alleged to have told Immigration Inspector Bonham. So he came to Portland to find her.

He sold his farm in Canada, and on his sixth attempt to steal across the international border he succeeded. But he was arrested in Portland within 20 minutes after his arrival here.

Bonham seeks to deport him because of illegal entry.

96 Motorists Are Arrested by Police In Record Cleanup

Six motorcycle policemen arrested 96 motorists Monday afternoon and evening for alleged violation of the traffic laws, most of the arrests being made on the west approach of the Morrison street bridge. This is a record for the department. Forty were arrested for cutting corners, 36 for driving a machine without a tail light, two for operating a machine without a license, and 18 were arrested in the suburbs for speeding. Officers Skoglund, Anderson, Wiles, Kelly, Yost and Scott made the arrests.

RIVER AND HARBOR BILL IS SLASHED

\$41,000,000 Originally Proposed Trimmed to \$12,000,000; New Projects Are Eliminated.

Only Oregon Work to Be Mentioned Is South Jetty and Inner Channel at Newport and Toledo

Washington, Jan. 20.—(WASHINGTON BUREAU OF THE JOURNAL)—The house rivers and harbors bill, carrying \$12,000,000, was reported today. Originally the measure authorized an expenditure of \$41,000,000.

All the new projects were eliminated. In the new bill, as reported, \$5,000,000 is provided for maintenance of existing river and harbor improvements and \$7,000,000 for completion of projects previously authorized.

Besides the \$12,000,000, there are \$400,000 for additional surveys. The sum fixed is so small that many projects under way seem likely to be stunted. The bill carries a provision for crediting the Yaquina bay improvement with the cost of the work performed by the ports of Newport and Toledo in constructing the south jetty and inner channel work. This is the only Oregon project mentioned in the bill because of its lump sum form except in provisions for new surveys which are Coast bay harbor and Isthmus slough and Columbia river between Chinook, Wash., and head of Sand Island.

Survey for the Lake Washington ship canal, Washington, is also authorized. A bitter fight over the bill on the floor is promised where a determined effort will be made to include specific appropriations for various projects.

Representative Jones of North Carolina, ranking Democratic member of the committee, said he first heard of radical change of policy yesterday and obtained permission of the house for five days in which to file minority views. Included among the projects are im-

(Concluded on Page Two, Column Two)

SUGAR PROTECTOR'S ASSESSED FINE

Joseph Lettiff, Grocer, Today Pleads Guilty in Federal Court and Is Fined \$50.

Joseph Lettiff, grocer, pleaded guilty this afternoon in federal court to a charge of violating the food control act and was fined \$50 by Federal Judge Wolverton.

Lettiff, testimony showed, sold sugar on January 6 for 15 cents a pound, whereas the federal board had fixed 13 cents as a fair price.

This afternoon Attorney Humphreys recommended, in view of Lettiff's good record, that he be fined only \$50.

Others fined by Judge Wolverton were Joe Hoskins, \$250 for postal theft; Gus Conrad, \$250, with 60 days to pay, postal theft; Joe Volkiers, \$100, postal theft. They stole various articles from the mail, testimony showed. They entered pleas of guilty.

Sola's Comet May Be Great Visitor So Long Expected

Chicago, Jan. 20.—(I. N. S.)—The new comet reported discovered by Comas Solis, director of the observatory at Barcelona, Spain, may be the greatest comet that has been expected for years, according to W. D. MacMillan, professor of astronomy, University of Chicago.

"Sola's comet probably moves in an elliptical orbit," said Professor MacMillan. "It may be reappearing in view of the earth after a visit of thousands of years ago. It may be the great comet we've been seeking so long. Halley's comet was of historical value, but a comparatively small body."

Political Writer Says Bryan Will Select Candidate

New York, Jan. 20.—(U. P.)—Mark Sullivan, writing in the current issue of Collier's Weekly, expresses the belief that William Jennings Bryan will select the Democratic candidate for president.

General Wood, Senator Johnson and Governor Lowden are picked by Sullivan as the most serious Republican contenders. Sullivan believes neither nominee will be named before the third day of the convention.

Anti-Strike Clause Objections May Go

Washington, Jan. 20.—(U. P.)—Entire elimination of the labor passage of proposed railroad bills is being considered by the house and senate conferees on the Eech and Cummins measures. It was learned today. This would knock out the anti-strike clause of the Cummins bill, against which labor has protested.

Burglars Smash Into House; Grab Family Heirlooms And Make Escape

Robbers Turn Interior of Brown Home Topsy-Turvy and Steal Many Valuables.

Burglars took advantage Monday evening of the absence from home of Mr. and Mrs. George M. Brown at Ewahu station, just outside the Portland city limits, broke down the kitchen door and ransacked the house from top to bottom. When the Browns returned from a call they found everything topsy-turvy and missed nearly \$1000 worth of valuables, including some priceless heirlooms.

Deputy Sheriff Mollenhour and La Monte, who investigated the burglary, said today that every drawer in the house had been pulled out and emptied. They expressed the belief that professional burglars had been at work.

Brown's chief regret is over the loss of two watches, family keepsakes, although other lost included diamonds, miscellaneous jewelry and an automatic pistol.

ROBBERS RANSACK HOME

Captain W. R. Kerrigan of the Portland Heights fire station reported to the police Monday night that the home of George C. Flanders, 83 Hawthorne terrace, had been ransacked Sunday night by burglars. Mrs. Kerrigan discovered the condition of the Flanders home Monday when she went there to look after the place as she had agreed to do while the Flanders family was in Southern California.

All drawers and closets throughout the house had been torn up and clothing and bedding scattered over the place. It is not known whether or not any valuables are missing. Patrolman R. C. Linton investigated.

FAMILY JEWELRY STOLEN

Burglars took possession of the F. Jolly residence, 892 Gantenbein avenue, Monday night for a short time, and did not leave until they had ransacked the house and found all the family jewelry. Inspectors Tichenor and Mallett are on their trail.

Mrs. C. W. Babcock, 475 Larrabee street, reported her house robbed yesterday of a jacket, two coats, pair of shoes, razor and suitcase.

The room of Mrs. Dora Hamilton-Zora hotel, was reported entered and \$85 in currency stolen. Inspectors Gordon and Wright say they doubt the latter report. They are investigating.

Reappointment of Skinner as Traffic Head Is Announced

W. D. Skinner, traffic manager of the Spokane, Portland & Seattle railroad under the railroad administration, has been reappointed traffic manager of the S. P. & S. Oregon trunk, Oregon Electric and United railroads.

This announcement was made this morning at the corporation offices of the Hill lines in Portland and was confirmed by W. F. Turner, president of the S. P. & S. It is the first notice that actual personnel changes made by the Hill interests for the return to private control.

Student Injured When Automobile Hits Another Car

Earl Wilson, 23 years old, of 234 East Twenty-eighth street, was sent to Good Samaritan hospital this morning, badly cut about the head after a collision with a machine driven by Leslie M. Scott at East Twenty-eighth and Madison.

Wilson, accompanied by Albert Bowles, was driving to the University of Oregon medical school, where he is a student. He met Scott at the intersection of East Twenty-eighth and Madison streets, and collided and crashed into the Scott machine. The car driven by Wilson turned over. He is reported to have lost an ear.

Idaho Cattle Man Is Injured by Auto

R. L. Caldwell, 37, who lives at Eaton station, near Weiser, Idaho, was badly bruised when struck by an automobile this morning in North Portland. Caldwell was alighting from the streetcar when injured. He was taken to St. Vincent's hospital. Caldwell is a cattle man and was here on business.

TRAFFIC LAW BROKEN; LADY ASTOR FINED

LONDON, Jan. 20.—(U. P.)—Lady Nancy Astor, American-born wife of Lord Waldorf Astor and the first woman to sit as a member of the British house of commons, was fined £2 in the municipal court at Maidstone yesterday for obstructing traffic.

Lady Nancy did not appear in court. Testimony showed that on Christmas eve she stopped her automobile in a prohibited zone and failed to produce a license when one was demanded.

THIRTY-TWO BILLS GIVE OLCOTT'S O.K.

Measures Thus Far Acted on Have Either Been Signed or Filed, to Become Law Automatically.

Bill Giving State and Counties Power to Lease Sand and Gravel Beds Is of Importance.

Salem, Jan. 20.—Governor Olcott today filed with the secretary of state without his signature, and signed and filed, a long list of bills left him by the special session.

Among them were the bills providing for the 3 mill tax for the maintenance of the elementary schools of the state, the bills providing a millage tax of 1.26 mills for the additional aid of the University of Oregon, the Oregon Agricultural college and the State Normal school at Monmouth, these to be submitted to the people at the special election May 21.

He also filed the bill giving the state highway commission power to repair state highways damaged by flood or otherwise without waiting to advertise for bids and award contracts, the bill cutting out the minimum terms in the criminal statutes, and the bill regulating dance halls outside the limits of cities.

The bill amending the soldiers' and sailors' educational act of 1919 was filed, as were the measures rescinding the penalty statutes for first degree murder and treason, the latter to be effective contingent upon the adoption of the capital punishment statute.

One bill which will become a law to which little attention was paid in its course through the legislature but which is of a good deal of interest to Multnomah county in particular, is house bill 76, the bill on roads and highways, giving the state and counties of the state power to lease sand and gravel beds in the beds of the navigable rivers and streams of the state.

The enactment of such a law was advocated by Commissioner Barber.

(Concluded on Page Two, Column Three)

BAD RECORDS MAY BAR AUTO DRIVERS

Evidence of Violators to Be Supplied Secretary of State by Traffic Bureau.

Those who prove themselves reckless automobile drivers will not be granted license on July 1, when the new licensing law becomes effective, if the secretary of state follows the recommendation of the Portland traffic bureau. Captain Lewis has announced that he is investigating the records of old violators with a view to opposing issue of a license to them. Those who drive recklessly between now and July will also find difficulty in securing a permit.

"We have a long list of reckless drivers," declared Captain Lewis today, "and I will recommend that their applications be denied when they ask for licenses. They have already proved themselves unfit to drive cars. I am checking back over the records and expect to have quite a list before July 1. In addition, there will be the reckless drivers who appear before the law becomes effective. I will recommend that they be refused a permit."

The law will, in my opinion, break the back of the reckless driver. It is the most effective means of dealing with law violators. We can simply remove them from the streets."

Captain Lewis does not state just how much latitude a driver will be allowed before his permit is revoked. The number of violations, the extent of recklessness and the ability of the driver must all be taken into consideration, he points out.

Some states revoke on the third violation, but there are instances, Captain Lewis insists, where one hour's activities would prove a man too reckless to remain on the streets with safety to the public, whether he had two accidents or five within the time.

Probably 50 Portland drivers have records of three or more violations or accidents during the last year.

The vigilante committee will be at work on the first of the month rounding up those who break the traffic laws, and it is quite possible that Captain Lewis will have an extended list of names of reckless pilots to present to the secretary of state.

Millions Asked in Irrigation Program

Washington, Jan. 20.—(I. N. S.)—Appropriation of \$250,000,000 for the completion and extension of irrigation projects is provided in a bill introduced in the senate today by Senator McNary (Republican, Oregon).

Lebanon Wool Pool Sold to Salem Mills

Lebanon, Or., Jan. 20.—The Lebanon wool pool of \$40,000 pounds is being delivered today. It was sold to the Salem Woolen mills for 52 cents a pound.

Admiral Sims Has Anglo-Mania; May Get Second Rebuke

Shows Military Men on Both Sides of Atlantic Haven't Had Enough of War Yet.

By David Lawrence
Copyright, 1920.
Washington, Jan. 20.—Admiral Sims, referred to jokingly in naval circles as "the best British admiral in the American navy" because of his sympathetic attitude toward the British navy, for which American sailors have entertained always the keenest rivalry, has stirred up another international scandal. Once before President Taft felt obliged to reprimand the then Commander Sims for what became famous as his blood-is-thicker-than-water speech.

Whether a reprimand is in store for Admiral Sims this time is conjectural. Certainly, Secretary Daniels never told him that he "must not let the British pull the wool over his eyes" and that America "would as soon fight the British as the Germans."

WONT BEAR PUBLICITY
If anybody said that to Admiral Sims, it was a high naval officer in the department, who relied on Admiral Sims' discretion not to repeat that admonition any more than the remarks which naval officers have been wont to express about every navy under the sun in the confidence of their own private conversations.

Indeed, if everything some of our high naval officers have from time to time said about other navies were to appear in print, more than one government would be demanding an apology and a retraction. If everything the British navy has said about the American navy were to be published, more than one American would be hot under the collar.

But what naval and military men say publicly in all countries is usually tempered by the knowledge that diplomacy and international courtesy forbids the making public of such remarks because of irritating effects on international relations.

OPPOSED MINE BARRAGE
The department of state, for instance, promptly saw the indiscretion in Admiral Sims' latest remark on Sunday and advised Secretary Daniels to make a statement, which he did promptly in his letter to the chairman of the senate naval affairs committee. Unquestionably somebody in the navy department did catch the drift of Admiral Sims' remark, but the British admiral was not long before friction between Admiral Sims, taking the side of the British, and the office of naval operations, the United States navy, became pronounced. As one official in the navy department remarked:

"Everything that the British did or wanted looked right to Sims, and everything the American navy did or wanted looked wrong."

"In the same spirit Admiral Sims opposed the laying of the mine barrage which effectively closed the North Sea to German submarines, and we had the hardest time convincing both the British admiralty and Admiral Sims that it should be done."

Perhaps if congress broadens the investigation it will find many other interesting things. For example, it will be found that the British government offered to make Admiral Sims a member of the British admiralty and with-out declining the offer, he was so the navy department's opinion and urged acceptance. The navy department promptly inquired if the British admiralty had offered to take the naval reserves, who were in Italy or Japan, and the answer came back that the honor had been reserved as a distinguished mark for the United States alone, whereas the navy was quickly called back to Admiral Sims and said in effect, "Certainly not."

Throughout the war there was a good deal of jealousy and rivalry between the navy and the army. For instance, it was an open secret in France that General March, chief of staff in the United States, did not get along any too well with General "Pershing" commander in chief on the other side.

SIMS MADE RECORD

This even happens when brief cables, grams and a distance of 3000 miles separate officials from their home offices.

Logically Captain Gleaves should have gone to Europe just before the outbreak of the war, as America's naval part, if we entered the war, would fall to him. He was recognized, upon destruction, and Gleaves was in command of our destroyer flotilla. But because Sims had a reputation of "getting along well with the British," he was selected, and he did many splendid things which won for him the admiration of the navy department.

When the war was over, Admiral Sims asked for the post of executive at the navy war college. It was reliably reported that he really wanted to be made commander in chief of the Atlantic fleet. In truth he did not apply for the job because he was not in time to opposing the selection of Rear Admiral Henry B. Wilson, who had been in command of naval operations off the coast of France, where the great bulk of American troops were safely landed during the most destructive activities of the submarine.

There is a good deal of bitter feeling in naval circles over Admiral Sims' activities, and far from being simply the usual attack on a civilian secretary of the navy by the professional naval man, this controversy runs deep into naval ethics, naval jealousies and naval personalities. For instance, resentment has never disappeared over the statement issued by Admiral Sims to the general effect that it was the British navy which got our troops to Europe safely.

Admiral Gleaves felt compelled to issue a statement giving the exact figures, and while it is true that the British merchant marine, which had always been larger than ours, carried 48 per cent of our troops to Europe, the United States ships carrying 46 per cent, but as far as actually getting our troops safely to Europe, the impression left on the public mind by Admiral Sims' statement was that British destroyers and naval vessels actually conveyed more American troops than did our destroyers.

AMERICA VINDICATED
The official figures show that only 297,000 American troops went to Europe under British escort, while 1,730,350 went under the escort of the United States navy. The percentage is 81 per cent under American escort, 14 per cent under British escort, and 5 per cent under French escort. Nobody in the navy is inclined to discredit the work of Admiral Sims abroad, for, while he was ashore all the time and men like Gleaves, Wilson, Mayo and Benson had command of the fleet, it was the work of Admiral Sims that had an especially delicate job in fraternizing with the British admiralty, whose a supposed superiority to the American navy, as an experienced officer, unimpeachable and crude, often ruffled the pride of American naval officers.

There is one thing in Admiral Sims' charges that will bring out an interesting phase of the war. While Admiral Sims was asking for more vessels, the navy department was answering the pleas of the British and French on this side that the United States take over Central and South American waters and relieve the British and French warships for service on the other side.

While the office of naval operations in Washington was anxious to do all it could to grant the request of Admiral Sims in London, it had at the same time other points on the map to look after. It had to keep in the closest touch with what was going on at Brest and off the coast of France, and actual naval operations as well as those not managed from London at all, but our destroyers and our battleships were under the direct command of admirals of the British navy at sea.

But the lamentable part of the controversy is that it rehearses the mistakes or "lessons" of the war. It begins to focus attention anew on past history and diverts again the minds of the legislative branch of the government from the most important duty of all, namely the establishment of America's influence in the council of nations, so that wars may become a thing of the past. As Phil Gibbs cabled from London the other day, the military and naval men over there, and doubtless over here, are not yet ready "to get the smell of blood out of their nostrils."

Blue Has No Fear Of Flu Epidemic
Washington, Jan. 20.—(I. N. S.)—There is nothing in the situation which should cause alarm, Surgeon General Blue said today, in announcing that the United States public health service was in readiness to meet any possible emergency growing out of a recurrence of influenza.

Enumerators are still at work in South Portland. "We've been delayed in one precinct because the enumerator fell down and broke her arm," explained William D. Bennett, supervisor of the census here. "Probably tripped over a chimney-sweep's skid." A visitor volunteered.



Admiral Sims

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