

THRILLING VOYAGE OVERSEAS IS DESCRIBED BY OREGON SOLDIER

The following interesting account of a voyage to France on the former German liner Kaiser Wilhelm II, used during the war as an American transport, is written by Sergeant Chester Abrams, a brother of Col. Carle Abrams of Salem. Sergeant Abrams was in the air service. He is now in Buffalo, N. Y. He was wounded while overseas.

On the night of January 12, 1918, my company received orders to roll our packs and stand by ready to march on a moment's notice. We were in the grip of that terrible eastern winter. The air being very damp on Long Island, 10 below zero was almost unbearable to one used to the balmy west. After mess that night, I washed my kit in hot water and noticed that it had

frozen dry while I walked 40 feet to the barracks. At 4 a. m. of the 13th we broke camp and slipped noiselessly out across an ice field to our waiting train. This precaution was taken in order to outwit possible German spies who were ever watchful in those days of the war.

For German Liner Boarded
We journeyed to New York City and thence to Hoboken via Ferry, and boarded the famous German liner, Kaiser Wilhelm II, and were at last on our way to France to take out small part in the great war.

This was the day we had been looking forward to for so many months, and we were very happy to be really on our way. We were cut off from all outside information and were not even allowed to call friends on the phone to say goodbye. There were no bands or parades, no words of cheer or good-byes. We were leaving as thieves of the night, knowing full well that many were not to return. All this because of the insidious, ever watchful German spy. How we hated them!

Toward evening of January 13 our 700-foot ship slipped out from the dock and started on its journey overseas. All hands were ordered below decks to attract as little attention as possible.

In getting out of the Hudson on North river our ship jammed into one of the docks on the New York side and slightly damaged the rudder but we continued without repairs. This lack of care came nearly causing our undoing a few days later.

Gulf Stream Is Relieved

When a few miles out of New York we ran into the warm Gulf stream, which melted all the ice on our decks and made it quite pleasant, or as nearly pleasant as possible, considering the crowded condition of the ship. We had 5000 soldiers aboard, including 1000 negroes and were packed in like sardines in a box. Iron standards were built in for bunks and we were packed in four high with aisle ways not wide enough to pass. To make matters worse we had no lights, and it was as black as ink in the troop compartment. The guards had orders to shoot at any light shown on the boat and one could not even light a match for a smoke. All electric pocket lamps and matches were taken up to make doubly sure.

We were now in the submarine area and could not use too much. Special guards were placed with orders to watch a certain angle of a few degrees, and in this way every inch of the water was carefully observed. The subs were getting very cunning and had learned to keep their periscopes hid behind the waves in such a way as to be able to see their target only when the waves broke. It is easy to see how watch-

ful we must be if we were to see them in time and train one of our naval guns for a chance shot.

Accident Causes Confusion
On the night of January 18 we ran into a very heavy storm which was so violent that our depth dome chute, which was located at the stern of the ship, broke loose and went overboard.

The call started as "depth bomb chute overboard," but reached the bridge as "man overboard." The rudder was ordered "hard a-port" and a life preserver with a light was thrown out to help the supposed unfortunate. The mistake was soon found, but the damaged rudder could not be straightened. All the ship's lights were not turned on as the captain realized our dangerous condition, but one of our faithful guards followed his orders and began shooting at the ship's lights, thinking it was possibly the work of some German aboard intent upon betraying our position to the subs.

We ran in this helpless condition in a circle for five hours and it seemed a hopeless case. Our old grap-hair captain gave up and was helped to his cabin, the second in command taking over the ship. The strain on a 700-foot boat when helpless in a trough of the sea is tremendous, and it was quite possible for it to break in two.

Negroes Gamble and Pray

The conduct of the men in our compartment was above reproach, each man staying in his bunk and remaining quiet, which was all that could be expected. But in the negro compartment things were doing. Negroes are natural gamblers, but on this occasion they threw away their cards and dice and spent much of their time in prayer. In their panic some piled on top of others till they broke through the canvas bunk four deep and crashed to the deck. It is needless to say that on the following morning they had recollected some of their dice and were again merrily at the game. They soon forgot their good resolutions.

Our troubles started at 8 in the evening and at 1 a. m. came our worst jolt. We were in the trough of the sea and the ship's instruments registered an angle of 43 degrees dip, which was more than our boat was supposed to stand without going over. Our life goats, 60 feet in the air, actually dipped water. There we were in the middle of the Atlantic with life boats enough for 1000 of our 5000 men if 60 were crowded into a boat, which was possible, and with absolutely no escort of any kind. We were alone, and had we gone down I believe that our fate would have remained a mystery. But luck was our way, and soon after 1 o'clock the repairs were completed and we were again on our journey.

Morale of Whites Perfect

We steered the southern route, to the coast of Africa, and slipped to the coast to the beautiful harbor of Brest, France, where we landed on January 23. A couple of days later we were loaded on those crazy little French boxcars which were marked "40 hommes, eight chevrons," which means "40 men or eight horses." We were the men.

The only case of lack of discipline in my company during the trying night which I have attempted to describe was that our officers. Every one of them deserted his post, which was with his men at such a time, and our commanding officer, never entered our compartment during the entire trip, although the men were much in need of a word of cheer from their commander. Such action is hard to forgive. Our complement of non-coms were on the job, however, and looked after the health and needs of the men, a thing so necessary to discipline and morale.

A LECTURE ON CHRISTIAN SCIENCE

Entitled Christian Science: Its Restorative Ministry, by Dr. John M. Tutt, C. S. B.

Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass.

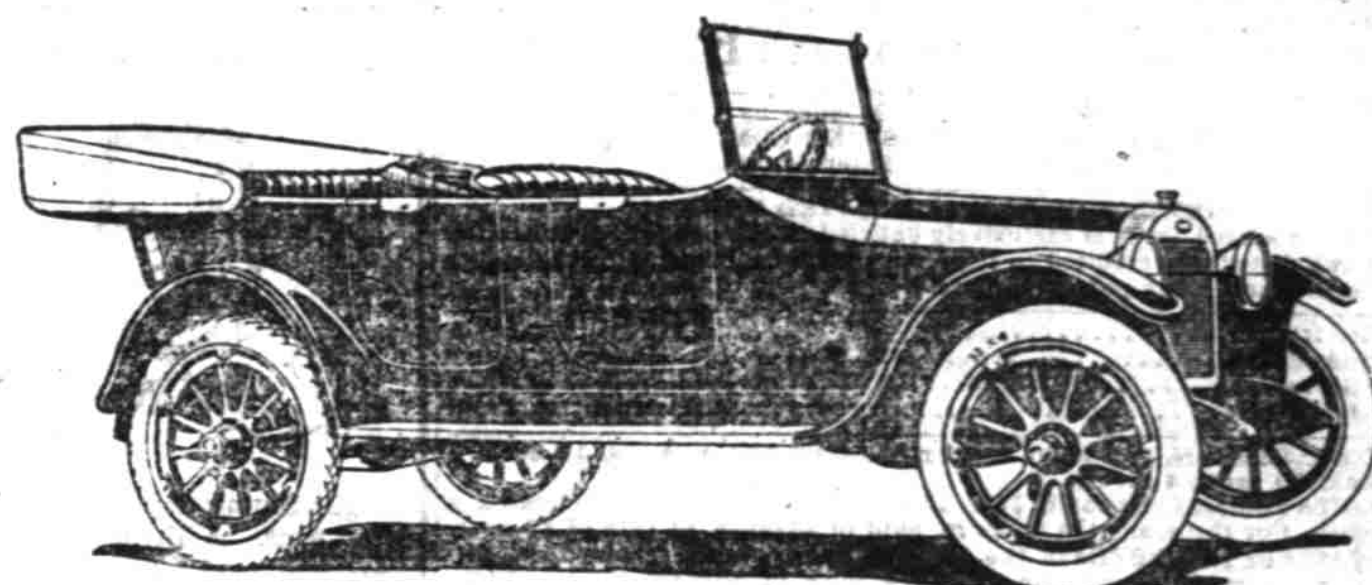
At the Grand Opera House, Salem, on Thursday evening, the speaker was introduced by Mrs. Judge Burnett, who said:

The Christian Science movement, through its church services, reading rooms, lectures, practitioners, teachers, and literature, enables us to understand the truth about God, and man's relation to God. This truth, properly understood, will enable one to heal the sick, and to destroy sin. The desire of the world is for a religion of love. The students who have given time and thought to the study of Christian Science, find this religion, and the peace that passeth understanding. We read in Isaiah 26:3: 'Thou wilt keep him in perfect peace, whose mind is stayed on thee; because he trusteth in thee.' As we practice and live Christian Science we realize that God's law is ever operative and good is continually flowing from God to man. I am glad of this opportunity, to stand before this audience of friends, and introduce to you one, who comes with a message of peace, to each receptive thought. Dr. John M. Tutt, C. S. B., a member of the Board of Lectureship of The Mother Church, First Church of Christ Scientist, Boston, Mass., who will now address you.

The Universal Panacea

If each individual in this audience were asked to give a reason for his presence here, no doubt it would be possible to classify the replies under two great heads—religion and medicine. These may be said to be the paramount human interests, for second only to a future salvation, mankind is concerned in the preservation of his body. Christian Science is a amalgamated these interests so that, rightly viewed, religion and medicine become one; and since Christian Science, in its saving and healing grace, is applicable to all manner of disorders, physical, mental and moral, it may be termed the universal panacea.

It is significant that the earliest



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systems of religious philosophy made no separation between religion and medicine. The pagan gods of medicine were called upon to heal sickness, just as the gods of war were appealed to for victory, and the gods of peace for plenty. Medicine began to separate from religion as medicine became more material and religion grew less so. Material medicine had so developed into a system apart from religion, that when Jesus began his restorative ministry, and healed the sick by purely spiritual power, he was termed both by the theologians and the matter physicians a miracle worker, so unheard of had it become to invoke the healing power of God.

The only reason mankind has not turned to God, the great physician, in the time of physical distress, is because of the material bias of its education. Mankind has been taught to look to God for salvation from sin, but to rely upon matter for the cure of matter and its dire beliefs.

Because of the seeming increasing power of false material education, mankind has been unable to grasp the simplicity and adequacy of the spiritual laws of God applied to the disorders of the flesh. Jesus knew these laws employed them, and laid upon all Christians the injunction to imitate his healing works. It may be argued that Jesus conferred the power to heal upon his contemporary disciples only. Yet he said unequivocally: "These signs shall follow them that believe." But if the contention be true, how did Paul, who was not Jesus' immediate disciple, acquire the art of Christian healing? It must be admitted that Paul used none but spiritual power in his restorative ministry. The Master, alluding to his divine Principle, the healing and saving Christ said: "Lo! I am with you always." This Christ to look to God for salvation from sin, but to rely upon matter for the cure of matter and its dire beliefs.

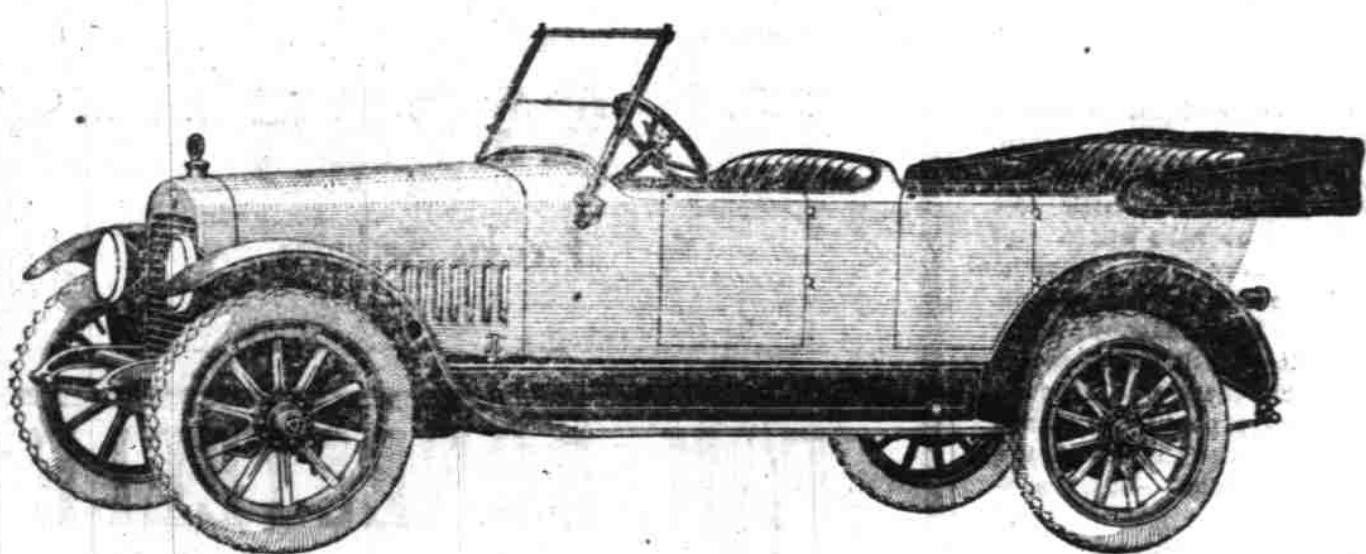
realization of it. The power of God

to heal and to save, so wondrously present with Jesus, and with the early Christians for 300 years, is available to all today, and when understood and employed, in Jesus' way, becomes the witness of "Christ in you, the hope of glory."

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The Super-Six Motor Is Exclusively Hudson's

It Adds 72% to Power—Minimizing Vibration and Increasing Car Life—No Other Car Can Use It For Hudson Created and Holds the Super-Six Patent

The automobile issues which stand up-permost today are the same which four years ago made Hudson the largest selling fine car. They have kept it in that position ever since.

Let us not confuse them.

It is not speed, not power, not hill climbing ability—though Hudson holds those stock car records.

It is the fact that those records were won through endurance, made possible by a patented motor invented and controlled by Hudson, known as the Super-Six.

And those records, after many attempts to match them, still belong to Hudson, because equal endurance has not been established in any other car.

IS ONLY SUPREME FEATURE EVER CONTROLLED BY ONE MAKER

Never before has any one car held all the worth while records. Never has one car proved supreme in speed, in hill climbing, in flexibility and in endurance.

Never before has a major feature been controlled by a single maker. The Super-Six by a single invention, increased motor power 72 per cent. No other car has, or can have, until Hudson wills, a motor like the Super-Six. What maker can approach it in things that count for most? Until Hudson consents to its use by others, men who want such a great car must choose the Super-Six.

IMPROVED THROUGH FOUR YEARS OF EXPERIENCE

Since the first Super-Six many advancements have been made in the Hudson. But the principle by which it attained its supremacy remains unchanged. Refinements have been added as the result of experience. The things which Hudson owners had said would make the Super-Six the finest car that is built, are included in the present Hudson.

What car has had equal opportunity to do these things? Before the present model was offered, 60,000 owners of earlier Super-Sixes were influencing its development.

SUCH A CAR IS ALWAYS IN DEMAND

Men have long known that to get a Hudson it is necessary to make reservations in advance. On some models and in some seasons thousands have waited a month or more.

No man can drive a Hudson without feeling a growing respect for it. Old models are retired by owners with an affection equal to that extended toward a faithful servant.

Super-Six owners know the real meaning of motor car satisfaction. Their needs are fulfilled.

If you plan to get a Hudson this year or next, now is not too early to speak for it.

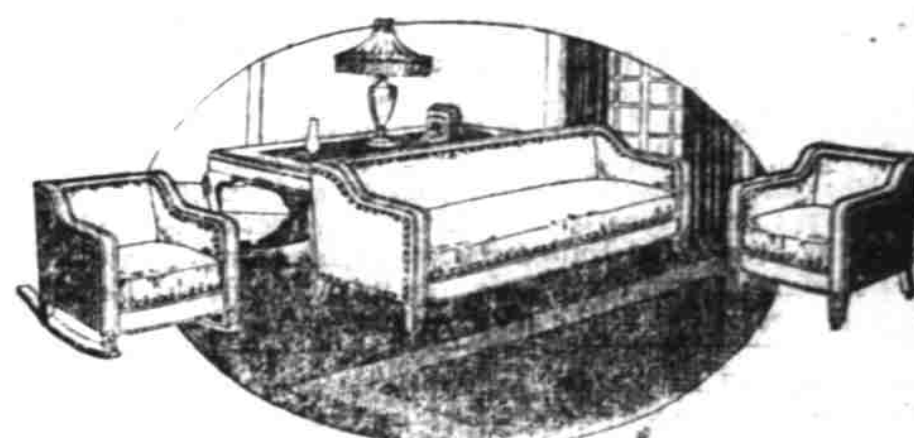
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