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• This paper has enlisted with the government in the cause of America for the period of the war •

TUESDAY, AUGUST 13, 1918.

THE ARMY MAKES REAL MEN.

(New York Telegraph.)

Our text for a few remarks on service in the American army is taken from a letter by a boy in France to his mother. He said: "I am twice as strong as when I came away and I am developing fine. I weigh 170 pounds and am taller than ever. This life agrees with me." Thus it is with the young men in the army; they think it is due to be made over into tall, strong men, of good weight and development. Note the cheerful tone of the writer—"this life agrees with me." Further on in the letter the youth says: "You will be proud of men when I return." The mother already is proud as she possibly can be of this gallant young optimist.

Army life is making the young men of the country into a new race; it transforms them. They have regular hours, they have plenty of food of the right sort, they refrain from liquor and they get the required number of hours' sleep and exercise. Small wonder it is that when going into combat they advance with a smile and hurl themselves on the Hun with a fury and strength that the enemy cannot resist them.

After the war is fought and won a great army of citizens should be maintained. We have found out what military drill does for men. Keep it up.

WHAT WE FIGHT FOR.

The high aims of America and her allies are well expressed in President Wilson's greetings to France on Bastille day:

"As France celebrated our Fourth of July, so do we celebrate her Fourteenth, keenly conscious of a comradeship of arms and of purpose of which we are deeply proud. The sea seems very narrow today, France is so close neighbor to our hearts. The war is being fought to save ourselves from intolerable things, but it is also being fought to save mankind. We extend our hands to each other, to the great peoples with whom we are associated; and to the peoples everywhere who love right and prize justice as a thing beyond price, and consecrate ourselves once more to the noble enterprise of peace and justice, realizing the great conceptions that have lifted France and America high among the free peoples of the world. The French flag flies today from the staff of the White House, and America is happy to do honor to that flag."

SAVING AND LENDING.

Sir William Goode, of the British food ministry, says that from July, 1917, to April, 1918, the United States exported to the allies 80,000,000 bushels of wheat products. Of this it is asserted that 50,000,000 bushels represented voluntary sacrifices by the American people in their consumption of wheat.

There is a triple economy, a triple aspect of this saving of wheat. It save wheat for our army and the armies of our allies; it saved money to the American people, and for the most part this money went for the purchase of government war securities.

There is another saving still; this sort of sacrifice and economy is helping win the war—shorten the war—with the resultant saving of soldiers' lives.

"YOU ARE DOWN RATHER EARLY"



In answer to the British Tommie's remark, "I see you've moved," this young lady replies: "Yes, so I have, but not willingly." The cause of her remarkable predicament and that of the house was a shell from a Boche gun on the western front which exploded near the foundation, causing the walls to cave in and thereby bringing the attic down to the level of the street.

BROKEN SHIPS' WOUNDS CURED

SALVAGE SECTION OF THE BRITISH ADMIRALTY SAVES THOUSANDS OF TONS OF SHIPS REPORTED TO BE LOST BY HUNS.

(By United Press to The Bend Bulletin.)

AN ENGLISH CHANNEL PORT, July 26.—(By Mail.)—War has converted this port into a huge ship hospital.

It is the haven of torpedoed, mined and disabled vessels, and is equipped with the best ship "surgeons" and "nurses" in the United Kingdom.

Here ships the Huns have torpedoed and reported as sunk are given a new lease of life and sent out again to sea. It is estimated that hundreds of thousands of tons of shipping and tens of millions of dollars worth of cargo are saved as a result of the work of that part of the British admiralty known as the salvage section.

Passing out to sea on one of the crack salvage boats, the United Press correspondent observed more than a score of torpedoed transports and steamers. Most of them were British, but sprinkled here and there were a few American and Portuguese ships.

Some of them had been torpedoed twice. One, formerly a German liner but taken over by the United States after war was declared, was torpedoed in the same spot on each side. Another ship had been shot in two, but both parts were brought in by salvage boats, and the ship eventually will be sent to sea again.

Divers Patch Ships.

Another ship which had a huge hole on one side and fourteen holes made by splinters when the torpedo struck, was undergoing repairs.

Two divers were at work alongside the boat. They signalled for the lowering of the "patch" and it was dropped down to them. A "patch" is a number of wooden beams fastened together to cover the hole made by the torpedo. Pumps were set to work emptying the water-filled hold. When the ship was able to float she put out under her own steam to go into drydock for permanent repairs.

Before the war six or seven salvage jobs at one time was a big task. Today the salvage section is equipped to handle from 50 to 60 jobs at one time.

One ship in drydock here, rescued as it was sinking, is the American oil tanker O. B. Jennings of Bayonne, New Jersey.

In April the Jennings collided with a British tanker. Both were carrying oil cargoes and the impact of the collision set the oil afire. Thirty-

seven members of the crew of the British vessel were burned to death. Two others sought escape by diving overboard but landed in a flaming oil covered sea, and were roasted alive. Only one aboard the Jennings was killed.

Blaze Is Very Fierce.

For several days the blaze was so fierce that salvage ships were unable to approach either ship. Finally they managed to beach the British ship. The smoke for a time prevented approach to the Jennings. When it finally cleared the heat prevented approach. Finally destroyers were brought up and several scores of shots fired into her. Forty holes were made in the hull, and she sank just for enough to put out the blaze. The Jennings was then beached, and the remainder of the oil removed by pumps. It is estimated the value of the cargo removed from the Jennings was \$10,000,000. The Jennings has been repaired and now is ready for sea. The British vessel is still submerged, but she is expected to be floated soon. Close to \$1,000,000 worth of cargo is being removed from her.

HOUSTON JOINS THE DEVIL DOGS

Traffic Manager for The Shevlin-Hixon Company Leaves on This Evening's Train.

D. A. Houston, formerly freight and traffic manager for The Shevlin-Hixon Company, has tendered his resignation to the company and joined the Marines and will leave this evening for Mare Island navy yard to commence training.

Mr. Houston was nearly disappointed in his desire to become one of the "devil dogs." Several days ago he appeared at the local recruiting station, 26 O'Kane building, and expressed his desire to enlist. He passed the examination satisfactorily but was compelled to wait several days until a new man could be secured to take his place at the mills.

During this wait, on August 8 the order went out from the war department to accept no more men in any branch of the service. Mr. Houston had about given up his aspirations, when a second order was received by Sergeant Brooks announcing that any men who had previously passed the examination or had before the order was issued expressed an intention of enlisting could still be taken into the service. Upon receipt of this word Sergeant Brooks immediately got in communication with Mr. Houston, with the result that arrangements were made for his leaving tonight.

The right place for your son, Mr. Angel, St. Benedict, Ore. Address Rev. E. L. Meier.—Adv.209.

STOCK MARKET REPORT.

NORTH PORTLAND, Aug. 13.—One hundred cattle received. Market strong.

Prime steers, \$12@13; good choice, \$10.75@11.75; medium to good, \$9.50@10.75; fair to medium, \$8.50@9.50; common to fair, \$5.50@8; choice cows and heifers, \$8@9; medium to good, \$6@7.50; fair to medium, \$5@6; canners, \$3@7; bulls, \$5@7; calves, \$8.50@11.50; stockers and feeders, \$6@8.

SWINE MARKET.

Five hundred and fifty hogs received. Fifteen to 25 per cent. higher.
Prime mixed, \$19@19.50; medium mixed, \$17@19; rough heavy, \$17.25@17.75; pigs, \$16.50@17; bulk, 19@19.25.

SHEEP.

Seven hundred and fifty sheep received. Market steady.
Prime lambs, \$13@14; fair to medium lambs, \$11@12; yearlings, \$9@10; wethers, \$8@9; ewes, \$6@8.

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WALKER DOING WELL ON FARM IN CANADA

A. O. Walker, a former Alfalfa man, and well known in Crook and Deschutes counties for his activity in the county division contest, now lo-

MAKING AERIAL BOMBS



While their brothers are fighting the battle of liberty on the front in France the women of England are seeking to speed the cause to a victorious finish by working night and day in munition factories to turn out hundreds of thousands of war weapons. This picture shows a woman worker in one of England's largest factories, acetylene welding the bodies of aerial bombs.

LADY HARCOURT



Lady Harcourt, formerly Miss Mary Ethel Burns, daughter of the late Walter H. Burns of New York, is the wife of the Rt. Hon. Lewis Harcourt, M. P., first commissioner of works, trustee of the Wallace collection, British museum, London museum, National Portrait gallery, and executive of the British school at Rome.

cated at Crossfield, Alberta, Canada, has written to Judge J. A. Eastes of this city stating that he is prospering in his new home. Mr. Walker, with his family, moved to Canada in March, 1918. He purchased 320 acres shortly after his arrival there, and has since been devoting his time to growing crops. In his letter he states that he paid \$12,500 for the farm, but has since refused an offer of \$16,000 for the property.

Mr. Walker remarks about the Canadian boys returning wounded,

and expresses the hope that the Yanks will soon be over in sufficient numbers to enable the allies to gain the victory.

State Fair, Salem, Oregon, September 23-28. Splendid exhibits, excellent music, high class entertainments and a superb racing card. For particulars write A. H. Lea, secretary, Salem, Oregon.—Adv.



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