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## WHY WE ARE AT WAR WITH GERMANY

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"The object of this war is to deliver the free peoples of the world from the menace and the actual power of a vast military establishment controlled by an irresponsible government, which, having secretly planned to dominate the world, proceeded to carry out the plan without regard either to the sacred obligations of treaty or the long-established principles of international law and honor. This is the history of the rest of the world. It is our business to see to it that the history of the rest of the world is no longer left to its handling." President Wilson, August 27, 1917.

### THIS WAR IS ONE OF SELF-PRESERVATION.

"Here," says Everyman, "was a Kaiserdom seeking world domination—and perilously near encompassing it unless the world united to repel him." Thus the radical land reformer sees the issue. Is there any one still blind to it?

But were we in America directly threatened? We were, and we are threatened. A German book published in the United States in 1914, and called "Truth About Germany," sought to inflame us against England and France, and to persuade us that America and Germany had common ideals, characteristics, and methods. (May God save us!) It argued smoothly: "Two nations united by such common inclinations and ideals, boldness of enterprise, far-sightedness, quickness of decision, admiration for intellectual achievements, can not help being exceedingly congenial to each other." Pleasant words—but a lying tongue. Would Germany, once master of Europe, remember our "congeniality," or be a good neighbor in the Americas?

The Germans when writing for home consumption hold a different language about world relations and "neighbors." "Formerly German thought was shut up in her German corner, but now the world shall have its coat cut according to German measure, and as far as our swords flash and German blood flows, the circle of the earth shall come under the tutelage of German activity." "A sturdy German egoism must characterize all political action. . . . The first principle of our policy, both at home and abroad, must be that in everything that happens the Germans should come off best, and the others should have a bad time of it." A nice, congenial neighbor!

But Germany, when honest, directly avows her purpose, ultimately, against America. We must "wake up," or we will be the easy "next step" in her ambitions. "Germany . . . may in less than two centuries succeed in dominating the whole globe. . . . If only it can in time strike out a 'new course,' and definitely break with Anglo-American methods of government, and with the state-destroying ideals of the Revolution." She is trying out her "new course" now. "One thing alone can profit the German people: the acquisition of new territory. . . . that alone can really promote the diffusion, the growth, and the deepening of Germanism." "Before seeking to found a Greater Germany in other continents, we must seek to create a Greater Germany in Central Europe." "We must . . . see to it that the outcome of our next successful war must be the acquisition of colonies." "We must make room for an empire of Germanic race which shall number 100,000,000 inhabitants, in order that we may hold our own against masses such as those of Russia and the United States."

Still further, it is no longer a secret that Germany, while we were still unprepared—were neutral—and while Germany still ostensibly sought our friendship, secretly planned, when victorious in Europe, to pick a quarrel with us and wring from us part of the costs of her European war.

If the American "easy chair" is still too comfortable for serious thought of what Germany means to do to us, then America deserves the fate in store for her. This is the material side of our peril, but there is another and deeper side.

This war is our war, to secure our purposes in national and in international development. If Germany should win, her principles must triumph and force alone must rule the world, with the strong exploiting the earth. If the war ends in a drawn battle, with Germany unchanged in ideals and purposes, all that is left of the world will be compelled to engage in the race of military preparedness, and the world will be forced to adopt Germany's methods—now so hateful to us. A Germany undefeated would force us to destroy the very basis of our government, our policy, our social and industrial life—to devote ourselves, capital and labor, persons and prop-

erty, to one object—a mighty militarism. Unless we win this war the mightiest, most upsetting, most far-reaching change this nation has ever known is upon us. We are fighting for liberty to continue in our accustomed line of progress.

This is the sixth of a series of ten articles by Professor Adams.

### SHIPS AND THEIR SIZE.

Why You Cannot Compare the Vessels According to Tonnage.

The different uses of tonnage terms when speaking of ships are causes of confusion to the lay mind, states Captain C. A. McAllister, engineer in chief, United States coast guard, in the Popular Science Monthly. For example, steamship companies in order to impress upon the traveling public the size and consequent relative safety of their craft will advertise the sailing of a certain steamer of 20,000 tons, meaning, of course, gross tons. The company's agent, in entering her at the custom house, will take great precaution to certify that she is of only 7,340 tons when paying tonnage taxes. He then is referring to her net tonnage, and, in fact, that standard is used only when paying dues or taxes.

Displacement tonnage is almost exclusively applied to warships, as they do not carry cargoes. Strange to say, the tonnage of a battleship varies almost hourly, as coal or other weighty objects are used or taken on board. The tonnage of warships is, however, fixed. They are referred to in terms of the fixed tonnage.

A statement that a 10,000 ton battleship sank a 10,000 ton merchant ship does not mean that the ships were of equal size. The merchant ship would be much the larger owing to the different meanings of the term "ton" as applied to the two types of vessels. It is absolutely impossible to give rules for the relations of these terms, as the conditions vary too greatly. Generally speaking, the gross tonnage of a ship is from 50 to 100 per cent greater than the net tonnage. Tons displacement are always in excess of tons gross. Deadweight tonnage is on an average from 30 to 50 per cent greater than gross tonnage.

### THE BIBLE NEGLECTED.

Though Still the Best Seller, It is Not Read as It Used to Be.

Although the Bible still leads all other best sellers, few read it. People still present Bibles to brides and grooms. People still present Bibles to children. Colporteurs still roam the country handing out Bibles among the villagers. Associations of devout enthusiasts still put Bibles in hotels. But the Bible is seldom read aloud in the home. And the type of American who daily reads his Bible in secret from a sense of duty is becoming more and more rare.

Quite apart from its moral and religious bearings, the neglect of the Bible involves a cultural handicap worth noting. It involves a cramping of the popular vocabulary, as no other literary masterpiece is such a well of English pure and undefiled. It involves a dulling of literary perceptions, as literature abounds in Biblical allusions which every reader of the Bible instantly understands, but which only readers of the Bible ever can. Finally it involves a failure to respond to many a good joke, as an astonishing percentage of the best quips are nothing more or less than Biblical allusions.

It is mainly useless, we realize, to propose a course of self-enforced Bible reading for adults. We insist, however, that parents who want their children to get the most enjoyment out of life may well see to it that their children develop an acquaintance with the Bible. It is the basis of keen speech. It is the basis of intelligent reading. It is the basis of culture. And by culture we mean a capacity for enjoying the fine and beautiful things of this world and the capacity for producing some.—Chicago Tribune.

### Fright and the Hair.

The hair does stand on end under certain conditions, because there is a little muscle down at the root of each hair that will make each hair stand up straight when this muscle pulls a certain way. It is difficult to say just how these muscles are caused to act in this way when we are frightened. We know that when thoroughly frightened our hair will sometimes stand straight up, and we know that it is this muscle at the root of each hair that makes it possible, says the Book of Wonders, but why it is that a big scare will make this muscle act this way we do not as yet know.

### Platinum Retorts.

Platinum is used directly in the making of munitions of war and indirectly in all sorts of operations that are incidental to warlike operations. To cite but one example, in the manufacture of cordite perfectly pure sulphuric acid has to be used, and sulphuric acid can only be perfectly purified in platinum retorts, each of which, by the way, represents a value of \$50,000 to \$75,000.

### SINKING A SUBMARINE.

How the U-29 and Its Daring Crew Were Sent to the Bottom.

Von Weddigen, the hero of the German submarine service, after sinking the British cruisers Aboukir, Hogue and Cressy was promoted to a better ship and took command of the U-29, in comparison with the U-9 a biggish brute, a regular "peach," almost an undersea liner.

After a hard day on the job, looking for game in the upper North sea, the U-29 went "to sleep," resting with a slight negative buoyancy on a shelving sand bank. Outside of the watch officer and the regular standing watch, all hands must have turned in, sleeping in their leather suits. It is supposed that, as the watch at the telephones heard the nearing propeller beats of a British destroyer screen, the alarm was sounded—"Tach station!"—with every man flying to his post.

One might imagine that Von Weddigen waited; that the microphones vibrated the slow chugs of big ship propellers, which told him that the British fleet was approaching. Blowing his adjusting tank to a submerged trim, he came to fighting position. His periscope tipped the surface.

He was lucky enough to come between the two columns of the British grand fleet, steaming in line of squadrons, with the Iron Duke leading the right column, flying Jellicoe's flag. The periscope of the U-29 showed up halfway between the squadrons, six cables apart. She got off her torpedo, immediately she fired No. 2, which also missed, going astern. Because of danger of smashing their own ships none of the British gun crews dared to fire at the German submarine.

But after the second torpedo something went wrong with the U-29. Either the valves failed to work, which, by taking water into compensating tanks, were to equalize the weight of the discharged torpedoes, or at the instant the diving rudder man failed in giving enough "down rudder." At any rate, the nose of the submarine shot up above the water.

She started immediately to begin to dive, but the dreadnaught, third in the left column, swung out of line and went full speed for the U boat. The big ship caught her on the ram, spearing her like a whale, and raised her along the cutwater until the submarine was half out of water—a flash, a grinding smash, the U-29 balancing first one way, then the other, and finally dropping, the lettered bow foremost! The dreadnaught swung back into column. Without a signal being made, without a shot fired, the grand fleet proceeded.

This is the true story of how Von Weddigen perished. It came from a man who saw it with his own eyes.—Henry Reuter Dahl in Saturday Evening Post.

### Automobile Radiators.

To assure the efficient operation and long life of your automobile it is essential that the radiator be kept clean. Every radiator has been designed for the purpose of dissipating some of the heat from the engine to prevent it from overheating. The radiator can only accomplish this, advises the Popular Science Monthly, when the radiator cells are cleared of mud, so that the comparatively cool air can circulate through it. Yet many are the cars which are allowed to clog up with mud and dirt until it almost takes a hammer to knock them out. A good antidote is a powerful stream of water from a hose, or where this may not be convenient a stiff brush or a broom will assist in solving the cleaning problem.

### The Night Table.

The night table is not as well known in bedroom lore as it might be. I think it is such a comfort to be able after going to bed to read by the light on the night table and to be able to stretch out a hand at midnight and switch this same light on. On the night table may be kept any of the little things which might in any possibility be needed during the night—a light, a clock, a carafe of drinking water, a book for a chance wakeful hour.—Washington Star.

### Fogs Are Valuable.

It has been discovered that fogs, especially ocean fogs, are valuable. Fogs are the principal fertilizers of the great bean fields of California. The fields are dry farmed. Rain means ruin. Yet moisture is a necessity. This is furnished in just the right degree by fogs.—Detroit Free Press.

### He Told Her.

It was the first ball game she had ever attended. "Why do they call that thing the plate?" was her forty-seventh question. "Why—er—because that's where the drops from the pitcher are caught," he replied, his reason cracking under the strain.—Boston Transcript.

### This Life.

There is only one way to get ready for immortality, and that is to love this life and live it as bravely and cheerfully and faithfully as we can.—Van Dyke.

### PRONOUNCING WORDS.

A Test and a Flippant Fling at the Crisis and His Theory.

Comes now another to trouble us in these days when the wayfarer has already enough bothers to keep him from lingering overlong in his humble repose. It is a man who has discovered that there are 25,000 English words more or less commonly mispronounced and who would show us how to rescue ourselves from the disgrace.

By way of illustration he challenges all comers to try to pronounce offhand such words as activism, archimandrite, batman, beaufin, bourgeois, brevier, buoy, demy, fuggleman, fusil, oboe, rowlock, tassal, vase and velleity. He intimates that anybody who can give them all correctly can qualify as a 300 hitter in the pronunciation league, but still has a long way to go before he reaches perfection.

But what of it? An oboe sounds as sweet whether one calls it an ob-boy or an ob-boy. If the writer of this article told his printer to set it in boorshwah type the printer probably would call a meeting of the chapel and insist on a strike vote. You can call it a vase or vawze, but it takes a dime to get it filled, where it used to cost only 5 cents. As to demy and velleity, most of us have got along very well for a good many years without writing or speaking either of them and hope to struggle along the same way at least until we have a little rest from worry over the high cost of potatoes.

The hardest thing about it is to determine which of several schools of pronunciation is most desirable—the London, the Melbourne, the Canadian, the Texas, the Massachusetts, the Alabama, the Georgia or the Missouri. Moreover, if 25,000 words are mispronounced most of us are democratic enough to let the majority rule and be willing to make it unanimous.—St. Louis Post-Dispatch.

### AMERICA AWHEEL.

The Case of Pippkins Will Do to Illustrate the Point.

"My neighbor, Pippkins, has changed his manner of vacation," declares Edward Hungerford in Everybody's. "In other years his annual outing was a rather portentous affair. The family began to plan it some months in advance. There were railroad and steamboat and hotel booklets on the library table. When the time came Mrs. Pippkins and the girls went to a huge wooden hotel on the edge of a lake. They dressed three times a day. When Pippkins ran down on one Friday of each fortnight he boarded a hot, dusty, overcrowded train and rode for five uncomfortable hours. They insisted that he don a Tuxedo each evening for dinner. He used to wonder if the game was quite worth the candle.

"Today there are no such doubts in Pippkins' mind. He has a car—so have four-fifths of the families in our quiet street. Pippkins caught the fever early in the game. Today he is a veteran and hardened motorist. He talks earnestly and learnedly of gears and of transmission, and he is superlatively critical of every car except his own. I might write a story upon how that car and its predecessors in the Pippkins family have changed their very soul, but this is not the time nor place. Sufficient is it to say that Pippkins is now a motor expert, and Dr. King down at our corner says that Pippkins has grown ten years younger.

"Mrs. Pippkins and the girls have all but forgotten when they have been on a railroad train in summer. They live in the family car.

"Multiply Pippkins all the way across the face of the land, and you begin to have a definite perception of America awheel."

### A Pie Without Flour or Lard.

Two and one-half cupfuls cold boiled rice, one-half cupful sugar, one-half cupful milk, one egg, one teaspoonful butter, a pinch of salt, grated nutmeg or flavoring to taste, fruit. Brush a pie plate with butter and spread the rice even on the plate. Beat half the sugar, the egg, milk, salt and flavoring together and pour over the rice. Cover top with halves of canned peaches or stewed dried peaches and sprinkle the rest of sugar over the fruit. Put in moderate oven and bake thirty-five minutes.

Any fruit can be used, either fresh, canned or dried, stewed fruit.—Mrs. Anna B. Scott in Philadelphia North American.

### Every Man to His Job!

The man who has education, but who lacks the moral courage to do battle vigorously, who will not go to the mat at the drop of the handkerchief whenever a matter of principle is involved regardless of the size of his opponent, and who will not fight doggedly—employing every resource which the ethics of the business game allow, keeping at the same time a cool head and a clear judgment—had better be content with those quiet paths which may be traversed with perfect safety in starched collar and white cuffs.—Industrial Management.

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Reduced Prices  
ON  
LADIES' OXFORDS

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