

The Herald

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HOW THEY DO LOVE ONE ANOTHER

It is written: "The love of money is the root of all evil." This may aptly apply to an American manufacturer who is advertising poisoned shells that are so deadly that a victim who receives but the slightest scratch will die within a period of four hours, there being no remedy for the deadly poison. In this instance the inventor's purpose is doubtless to sell his invention to warring factions, and if he gets his price doubtless he will not care for the misery and agony that may be wrought through his invention.

The poisoned arrow of the Indian was looked upon with horror, but civilization is double discounting the barbarity of the aborigines, except that so far the victim, if captured, is not tortured, at least not publicly.

In the European struggle there is nothing too barbarous for the opposing forces if it will help to overcome the opposition.

The knowledge of the chemist is being sought and research is being stimulated to the highest degree to search out the secrets of Nature that her deadly forces may be used to slaughter opposing armies by the wholesale.

Popular Mechanics Magazine says: "Poison gases are used, and if the wind is not right for this, liquid fire is thrown into the enemy's trenches. With the conditions favorable, a dense volume of poison gas that follows the ground in a cloud 15 feet or more in depth is sent down on the wind to the enemy's position."

"Whoever may have been responsible originally for the resort to poison gas, there is little doubt that both the Germans and the Allies are now using it. The Germans used it in their recent attack on Hill No. 60, near Ypres, Belgium. In the Argonne forest, in France, each side attacks with gas at every opportunity."

Turpenite, a chemical bomb whose deadly effects are beyond anything yet discovered, was described in the same magazine. This invention was known when the European war started but its explosive power was so high that no gun had then been invented which could project it without exploding the shell in the process, but now it is claimed that a proper gun has been invented by which this shell can be thrown and that French and British factories are actively pursuing the manufacture of this deadly missile which is credited with the power to kill every living thing within a radius of 100 yards.

The savage with his poisoned arrow could not hold a candle to these lords of civilization. He had the will, but it takes the

brains of a civilized world to think and study out these scientific means of annihilating each other.

These are called Christian nations and from reports that come out it is apparent that both sides are calling upon the God of love to prosper their armies and give them victory over their enemies. God is a God of love, but he is not the author of the horrid butchery that is going on in the Eastern continent. Men have brought that condition about by disobedience to just and right principles and the kingdom of Peace cannot come but through obedience to the Law of love which is the gospel.

When we take into consideration the wonderful strides that nations have made in the art of slaughtering each other during these nineteen hundred years of Gospel light, we do not wonder that the Master, looking down along the corridors of time, said: "Nevertheless, when the Son of man cometh, shall he find faith on the earth."

MUNICIPAL OWNERSHIP

Once a month, regularly, the HERALD office receives a bunch of press copy published and sent out by the Municipal Ownership Publishing Company of New York City, which gives rise to various thoughts as to why such a company should exist, as its whole effort is to discourage ownership by municipalities.

Coupled with this thought arises a second which suggests the inquiry: Who pays for the editing, printing and distribution of this literature? and further, what is the object?

Has not a city the right to pool its issues, bond its property and construct water systems, electric light and power plants and other institutions for the benefit, convenience and welfare of its citizens? Surely it has, and especially is such construction necessary where the health, welfare and convenience of its citizens are endangered.

Among the reasons given to discourage such ownership is this: That privately owned institutions receive better care of supervision and are made to operate at a profit while those publicly owned do not receive the close supervision that obtains in private ownership.

That is very good reasoning, but let us see if it will always hold good. Take a railroad for instance, or a large coal or other company, these are different only in that they are companies, but they choose some one to superintend, and pay them liberally for their service, and they hire men competent to look after the work that is to be done. Now there is no good reason why a city cannot carry on its business under the same methods.

There are other reasons why this company is disseminating all the adverse information that it can regarding municipal ownership. There are large interests which do not wish public ownership to flourish even in the smallest degree and these interests put up the money to run this bureau of adverse and misinformation concerning municipal ownership.

Municipal ownership is nothing more or less than co-opera-

tion. It is the same principal embodied in company interests and if looked after with proper care must succeed. We wonder if our mail system is a failure, although the safe crackers of the whole country are trying their hand to get hold of Uncle Sam's money.

Co-operation is a success and always will be where judicious care is used, but where there are vultures mixed in with it who use it as a leverage for their individual aggrandizement it could not succeed.

Present customs and conditions are a failure else we would not have more than half the world trying to cut each other's throats. Then, again, if present usages were not a failure there would be no need for the ushering in of the millennial period.

Peace a Long Way Away

In a review of the war, the Associated Press points out that: Most of Belgium is under the control of Germany.

Portions of France and Russia are in the possession of the Germans.

A small portion of Austria-Hungary is under Italian control.

A small portion of Alsace is in possession of the French.

The tip of the Dardanelles is held by the Allies.

Germany has lost all her colonies.

The most of the war fleets of Germany and the Allies is intact.

There is no evidence to back the assertion that Germany has reached her maximum fighting strength.

England, France and Italy are steadily increasing in fighting strength.

Servia and Montenegro are undertaking new campaigns.

If there is anything in these facts which warrants the rumors of peace, it requires an ingenious and penetrating mind to find it.

We are off

On ad-writing this week,
but we are not off on
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You need our goods;
We need your money;
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SOUTHERN PACIFIC

John M. Scott, General Passenger Agent, Portland, Oregon

Germany's successful campaign against the Russians has apparently wiped away any depression that may have developed over the deadlock in northern France. The reorganization of the British government and the stimulation of the munitions factories have made Britons feel more than ever that in the end they cannot but be victorious. The steady progress in Alsace steadies hopes in France which may have wavered because of the losses at the Dardanelles and the terrible injuries in Normandy. Russia invites civil war if the present war, like the one with Japan, is a failure. And so, even if she now felt like quitting—which is to be doubted—she must keep on until all Europe is ready to cry "enough."

Peace will be impossible so

long as any belligerent thinks has a chance to win.—Tribune Blade.

C. M. & St. P. Will Test Electric

C. A. Goodnow, assistant to the president of the Milwaukee railroad, announces that tests of electric locomotives which are to pull trains through the Rockies for 440 miles, will begin about October 1. The electrification of the road will cost \$12,000,000.

The first tests will be made on the Deer Lodge and Harlow town divisions in Montana. Forty locomotives will be delivered on the first order and will have a weight of 450,000 pounds each. Engineers estimate to save 25 per cent of the power by doing without air, reversing the current on descending grades.