

The Herald

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Monmouth, Oregon.

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WHICH MAY IT BE?

There is much being said these times about German-Americans, English-Americans, etc., and vice versa. What is a German-American, or an English-American? or in other words what is the difference between a German American and an American-German?

So expressed some might say there was no difference which appellation was placed first whether the American or the German, others would still maintain the contrary.

While we have met many, very many patriotic Americans by adoption, yet one of the most enthusiastic citizens of America that we have ever become acquainted with was an Englishman by birth and there was no doubt in his case that if trouble had arisen between the two countries, he would not have been the person to shirk, but would have shouldered a gun, or taken a position in defense of the country of his adoption. This is what we term an American-Englishman from the fact that when he withdrew his allegiance to the British Empire, and particularly to Queen Victoria, as it was in his case, he did it with all the power of his being. There are thousands of our German citizens who are likewise thorough American citizens, and why should not any person, of foreign birth, be loyal to the country of their adoption? They have chosen because of the advantages it offered, to unite their destinies with it, and in its hour of need should be loyal.

It makes little difference whether the foreign word is first or the American, but it does make a vast difference whether the affection and patriotism is first for America or for a foreign land. If for the latter the person should transfer their allegiance and seek their home country.

THOUGHTSON CITIZENSHIP

The word "Foreigner" comes to us so often that it might be beneficial to enquire as to who are foreigners and as to what constitutes that kind of a person.

Webster says it is: "A person belonging to a foreign country or jurisdiction under consideration; a person not native in the country spoken of."

To be born in a country and thus come under its laws constitutes natural citizenship, but one foreign to a realm can acquire citizenship therein by complying with the regulations provided therefor. Thus one having been born in a foreign land can become a citizen of the United States by approaching the proper officer, renouncing his former citizenship and swearing allegiance to the one

he wishes to gain.

When we search for a reason for a change of citizenship we find that it exists either in benefits or protection to be gained, or in both, and that when the person has thus transferred his allegiance the country extending its benefits to him, or her, as the case may be, undertakes to protect such citizen in all his legitimate walks.

Citizenship has branched out until there are now many nations or kingdoms as pertaining to man, but in the beginning it was not so; neither will it be so when the plan of creation is completed. Adam was created and placed in a realm with certain restrictions which he chose to disobey. Disobedience brought its reward, turned him out of the realm in which he was created and made him a subject of another kingdom, and other laws. He was made a free agent, hence, he had the right to disobey, but disobedience left its mark upon him and he found himself a subject of an other realm having been turned out of his first estate. But man still has his agency left and there having been a way opened up, a code of laws enacted whereby the wanderer might return to his Creator, he still has opportunity to transfer his allegiance, that is, to take out citizenship in the Kingdom of Heaven.

But in making application for citizenship in this Kingdom from whence man was cast out, to whom shall we apply? Can any one open the door and usher us in? Can we open the door ourselves? Jesus went to John, a man sent from God, and Paul says, "No man taketh this honor to himself, but he that was called of God as was Aaron."

Citizenship can only be transferred according to the laws applicable thereto.

The European war is given as the object that is keeping many tourists at home. There is no doubt of it but when the war is over there will be great attractions on the other side the frog pond. The Panama Exposition has been a boon to the sight seeing traveler this year as there is no horror of war there.

Government Regulation of Water Powers in European Countries

One of the most important problems in the political economy of a nation is the control of water power and the fact that Congress recognizes its importance is shown by the time devoted to the subject by the United States House of Representatives during the later part of 1914. It is always interesting and usually helpful, in considering the conditions involved in this problem, to find how other countries have dealt with somewhat similar conditions so that Water-Supply Paper 238—The Public Utility of Water Powers and their Governmental Regulation—issued by the United States Geological Survey in 1910, contains much valuable data. This report, prepared by Rene Tavernier, chief engineer of the Department of Public Works of France, in conjunction with the United States Geological Survey, treats of the manner in which France, Switzerland, and Italy have dealt with the problem of utilizing more satisfactorily the water powers afforded by the streams in those countries. The

French regulations take cognizance of two kinds of streams—first, rivers that are navigable neither for vessels nor rafts, over which the French minister of agriculture exercises certain police powers and in which the riparian landowners possess certain rights; and second, streams that are navigable by vessels or rafts, which lie within the public domain and which are administered by the minister of public works. In Switzerland control of watercourses that are navigable for neither ships nor rafts is retained by the cantons and communes; in Italy the waters are public property, concessions for development being issued by the Government.

The laws in force in France, Switzerland and Italy are given in the report, together with a brief discussion of the results of their operations, as well as their defects and the probability of future changes in the laws.

A copy of the report may be obtained free on application to the Director of the United States Geological Survey, Washington, D. C.

State Control of Local Roads

The realization has become quite general that, in order to render maximum service, State highway departments should be given some measure of control over the construction and maintenance of local roads. For this class of roads an amount exceeding \$160,000,000 is expended annually, with comparatively little result to show in the form of improved road mileage for this great outlay. The State of Iowa has met this situation by placing all the road work in the State under the direction of the State highway department.

Traffic is increasing so rapidly as to cause excessive wear upon the roads, especially in the vicinity of congested centers of population. This results in a heavy annual maintenance cost, averaging in the large eastern States not less than \$750 per mile per annum. Many experiments have been made in the effort to devise types of road which can be maintained at relatively low cost. Thus far, aside from the cheaper forms of construction, the States are depending upon the various forms of bituminous macadam, concrete, and vitrified-brick road.—Yearbook, U. S. Dept. Agr.

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