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CHRISTIAN SCIENCE SOCIETY
In Odd Fellows Hall
Services, - - - 11.00 a. m.
Subject: REALITY
Sunday School, - - 10.00 a. m.
Wednesday evening meeting, 8.00 p. m.

EVANGELICAL CHURCH
PETER CONKLIN, PASTOR
Sunday School, - - 10.00 a. m.
Preaching Service, - 11.00 a. m.
Y. P. A. Meeting, - - 6.15 p. m.
Preaching Service, - 7.30 p. m.
Prayer Meeting Wednesday, 7.30 p. m.

BAPTIST CHURCH
E. B. PACE, PASTOR
Sunday School, - - 10.00 a. m.
Preaching Service, - 11.00 a. m.
C. U. E. Meeting, - - 6.30 p. m.
Preaching Service, - 7.30 p. m.
Prayer Meeting Wednesday, 7.30 p. m.

CHRISTIAN CHURCH
Sunday School, - - 10.00 a. m.
Preaching Service, - 11.00 a. m.
Y. P. S. C. E. Meeting, 6.30 p. m.
Preaching Service, - 7.30 p. m.
Prayer Meeting Wednesday 7.30 p. m.



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Chamberlain's Tablets

Meditations of a Soldier in France

France, Nov. 5, 1918.

This evening, or if correctly stated, this morning, as it is now 3:20 a. m., seems an opportune moment for making practical use of the famous saying, "Early birds catch the worms", of course you must not judge such an early extreme as a daily occurrence in respect to writing letters. It happened to be a circumstance propelled by a desire to write. Certain influences which are constantly affecting ones progress in many ways seem wonderful. Oftentimes during the past 2 years, mingling and associating amongst men of every type I have tried to follow the trend of human life, how fascinating and complex is this wonderful human machine. Some hurry from dawn to dusk, some seek a more moderate place of action, some live in a perfect state of harmony, always employing methods of altruism as a means of success. Some try hard and fail. Others succeed by trifling efforts. There is a reason for this, a mystery involving objects of thought and discussion. Regardless of this, there are lessons to learn. A man must first possess a strong confidence in his abilities and employ them with all firmness and in all circumstances which require it. It is necessary to use this firmness in accord with justice and right, for if a man is wrong he must pay the price, if right no dishonor can affect his character, public opinion never fails to form the correct verdict. There is a splendid opportunity for study in army life, you acquire habits of respect, manliness, comradeship, sacrifice, morals, honor and patriotism. No man if in earnest can call it a loss of time even if it happens in the flower of manhood. You study your com-

rades, your officers, examples of soldiers in the highest type.

How is Monmouth and its beautiful surroundings? My mind oft wanders in hours of leisure to the days of scholastic life, to the hours spent in my home, where mother's influence and interest in me seemed the most potent factor of all. Just to feel and know that my personal record at home is no discredit upon myself or people is no small factor in my life as a soldier. I can enter again, if providence so grants, the duties of civil life probably a bigger man and fearing no criticism from any man regardless his status in the world of industry, of course any man is subject to mistakes but this small item has been stated with truth by one of our most eminent American statesmen, "Show me a man who makes no mistakes, and I will show you a man who achieves nothing."

You no doubt have received victorious news from the battle zones, the past few days which is indeed very encouraging to most all of us. Let us hope to finish the most formidable enemy of Europe today soon as possible, never slacking our progress until the future peace of the earth has been on. Thanks to our great president for his masterful vision and statesmanship dealing with a treacherous enemy, whose dream was a world dominion under teutonic rule. Every man ought to die with honor upon the battlefield than permit such a thing to happen.

Winter is fast approaching with its rain and cold. We have no fear for our needs are cared for first of all. We felt a joy of pride when the last 4th Liberty Loan went "over the top" with such force and greatness. The spirit of America is the dominant factor of all events

today, and is displaying its honor on the victorious fields of battle.

Must close for this time, trusting this finds Monmouth and her good people in the advance of the times. I am sincerely,
Corp. E. Stanley Evans.

Behold the Pelican!

A fish diet, we are told, builds up the brain. I do not wish to argue with the scientists. I only stand at one side and point a steady finger at the pelican.

The pelican has no more business trying to be a bird than has a bat—but he gets away with it. He also is practically a failure as a beast. As a vegetable he is entirely out of season. But as a fisher man he has Izaak Walton and Grover Cleveland standing up in the boat and yelling for more bait. He is a winged edition of the "Compleat Angler." It is my firm belief that Nature overdid herself when she fashioned the pelican. She undoubtedly was trying to produce a model that a competitor would not try to imitate—the design being such that another inventor would not come along some morning, full of ambition and enthusiasm and say casual-like to the foreman: "Henry, let's take one of them B. C. 4668 model pelekas and improve on it a bit—put in one of our new ball-bearing fish mangers, give the body a stream-line, equip it with non-skids and put it on the market as a 1950 model". No, Nature didn't leave any pelican unturned. I imagine that when she completed the first one she looked him over carefully, gave him a final swipe and muttered between her set teeth: "There, daggone her, you ain't much to look at, but you certainly are a great piece of mechanism. You may not have a perfect chassis, but your engine and transmission are unique. You'll never fall into the jitney class." I imagine too, that Mrs. Nature first laid in a supply of names and then invented the species to fit them. And I want to go on record here and now as saying that she did herself proud when she finished that pelican job. She just naturally built something to fit that word. I never saw a tighter fit.

The pelican is the only bird equipped with a kitchen cabinet. He also is the only common carrier not taken over by the Government. As a swimmer and diver he is a feathered Annette Kellerman and as a flyer he has all the "aces" taking his star dust.

But with all these qualifications I still contend he has not advanced as he should with the rest of civilization. He is too well satisfied with himself; he has not taken into consideration the fact that times are changing and that the efficiency experts have taken a strangle-hold on this fair land—and water—of ours, and that the good old days are gone.

Life with Pa Pelican is just one fishing trip after another. He never takes a day off. You'd think he'd catch a whale once in a while and then take a vacation. But he doesn't. He's as busy as the oyster at a church festival—R. D. Cradlebaugh in the December Sunset.

Newman Davis, a former member of Company L, is reported to have taken a wife in France.

The local exemption board has received notice that there are to be no more physical examination of registrants although 18 year olds will be classified. The board inducted into the service 317 class 1 men, leaving 17 who were exempted. The total registration was 1298.

Sergeant Homer McDaniel, who was born near Rickreall, was killed in action in France recently.

Ship Building and the Ship Builders

Now that the patriotic obligation of keeping quiet has passed we feel at liberty to discuss the conduct of shipworkers during the war.

Many of these workers were earnest, patriotic men, who did their utmost to help build the bridge of ships needed for the winning of the war. To them we take our hats off. Their work was heavy, not light; arduous, not easy; dangerous, not safe; exposed, not protected and comfortable.

Among these workers were others—hundreds of them—whose part was acted selfishly and who by their conduct demonstrated a deplorable absence of patriotism. They did as little work as it was possible to do. Those of this class who were foremen—and there were numbers of such foremen—used their authority to discourage their men from doing too much work, and in numerous instances actually discharged men who were too industrious.

Organized labor had its leaders and agents among the workers in all the yards, recruiting memberships. Many workers joined out of fear, of or for a desire to avoid quarrels. The fear was that if a bolt were dropped it would hit a non-union man. The desire to avoid quarrels was general and resulted in thousands joining the union. Only the more radical men, who usually were the more shiftless, were active in the unions. The result was that the more conservative leaders in the unions were shortly voted out of authority, and radical officers elected in their place. These radical officers openly discouraged industry and commanded shiftlessness.

Agreements as to working hours were broken deliberately, as witness the action of the boilermakers in taking Saturday afternoon off in spite of their promise not to do so except during the summer.

A damaging evidence of the tendency on the part of organized labor to shirk, is obtained from statistical records compiled by several of the Portland shipyards. This record shows plainly that as in proportion as organized labor was employed, so the proportion of shirking and absentees was increased.


For instance, in the two opening yards the percentage of absentees was from 6 per cent to 7 per cent, with Portland's yard employing largely organized labor, suffering a 20 per cent loss from absentees.

This 20 per cent mark as even eclipsed in certain Seattle yards noted for their subservience to organized labor.

Many of the young men who became shipworkers did so to evade the draft. Evidence that this is true has multiplied in the last few days. The depots have been crowded with young men returning to their homes in other states, rejoicing over their success in dodging military duty and earning big pay to boot.

Employers were beset with problems arising from these labor conditions. The prime requisite was speed—speed in production. Necessarily this speed involved waste. Often it was necessary to have one crew of men idle while waiting for a piece of work to be finished by another crew so the first crew could take it, and install it. If the extra men had not been on the job, there would have been delay. With the extra men present, speed was made possible and speed was the great object.

In vain employers struggled to overcome waste of time that was not at all necessary—pure shiftlessness that was deliberate. As employers



DOUBLE Your Dollars

by saving them. The actual buying power of the dollar is just about 50 cents today. If normal conditions return after the war—100 cents "exchange" should be the standard once more. By saving, then, you can see what the profit in WORTH of your money would be.

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