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THURSDAY, JULY 24, 1919.

OREGON WEATHER
Fair and cooler east portion tonight; Friday, gentle westerly winds.

AUTO OF THE FUTURE

What is to be the future line of development of the motor car? It is a big, practical question...

William B. Stout, who has won distinction as an aircraft engineer, gives some illuminating suggestions based on aircraft lessons learned during the war.

It should be a closed car, carrying five passengers, and weighing only about 900 pounds, with a small engine of six or more cylinders...

These are not at all impossible ideas, he maintains. The engine may be lightened by being cooled by air as well as reducing the size of the cylinders.

Such a car, he says, will not only be fairly cheap in first cost and wonderfully economical to run, but it can be taken care of by the owner with little effort and little skill.

It all sounds too good to be true. A million automobile users will sigh, "Bring us such a car." Maybe the experts will really produce it before long.

BACK TO THE HOME

A certain man and his wife take their daughter, aged nine, and their son, aged three, get into the auto every night and go somewhere, says an eastern writer.

They go to his mother's or hers, to the movies or to market, or just to ride. These superficial objectives are harmless enough to themselves, but back of them lies the true objective, which is one of the most harmful in the world.

These are perfectly nice people. They do not realize, probably, that they are cultivating a bad habit and teaching it to their children.

The pity of it is that the country is full of people just like them. High-voiced, high-tensioned, they dash about in autos, crowded into movies or walk the streets, their destination immaterial just so it leads away from their own four walls.

This increasing restlessness is not

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a good thing. The love of home is the measure of society. While back-to-the-land campaigns and the "own-your-own-home" campaigns doubtless are excellent...

"RIDERS"

The veto of the daylight saving bill has called public attention once more to a subject that has nothing to do with the merits or demerits of the plan in question.

The daylight-repeal provision was made an appendage to the agricultural appropriation bill. When the president, therefore, decided to veto the appendage, the only way he could do it was to veto the entire bill.

Whether the president was right or wrong in this veto is another question. The obvious fact is that if this important daylight provision had been incorporated in a separate bill, standing by itself as it should, it could have been considered on its own merits...

Isn't it about time for congress and state legislatures to quit the dirty practice of tacking riders onto important bills? All bills should be considered upon their own merits.

The Courier has just received a copy of the new book, "The War

With Germany," prepared by Col. Leonard P. Ayres, chief of the statistics branch of the general staff, and issued under the direction of Secretary of War Newton D. Baker. Its pages contain much information of general interest...

PORTLAND CHINK NOT EXPERT PLANE MAKER

Portland, July 24.—Henry Wong, Chinese aviator of Portland, narrowly escaped death last night during a trial flight of his airplane "H. W." which he had recently completed here himself...

Spectators of the accident found Wong pinned beneath the machine, which was almost totally wrecked. They succeeded in getting the aviator out of the wreckage and sent him to a hospital, where it was said his back was injured.

Wong recently completed the airplane after having spent most of the winter and spring on its construction.

COMING EVENTS

July 30, Wednesday—The ladies of the Newman M. E. church will give an ice cream social on the Bartlett lawn, 648 North Fourth street.

Aug. 11-29—Josephine county teachers' training school.

Aug. 23, Saturday—Civil service examination for postoffice clerk-carrier postponed from July 12.

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SEVEN MILLION SOLDIERS

(Continued from page 1)

ganized into divisions which consisted of some 28,000 officers and men. These divisions were the largest on the western front, since the British division numbered about 15,000 and those of the French and Germans about 12,000 each.

Of every 100 American soldiers and sailors who took part in the war with Germany, 2 were killed or died of disease during the period of hostilities. In the northern army during the Civil war the number was about 10.

The war was undoubtedly the bloodiest which has ever been fought. One possible competitor might be the Crimean war, in which the casualty rate per 100 men was equally heavy.

Table showing battle deaths in armies engaged in present war, 1914-1918. Includes Russia (1,700,000), Germany (1,600,000), France (1,385,300), Great Britain (900,000), Austria (800,000), Italy (330,000), Turkey (250,000), Serbia and Montenegro (125,000), Belgium (102,000), Roumania (100,000), Bulgaria (100,000), United States (48,500), Greece (7,000), Portugal (2,000), Total (7,450,200).

Total 7,450,200

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