

The Observer

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WHY WE ARE AT WAR WITH GERMANY

By
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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 action and honor; it is the power is not the German people. It is the ruthless master of the German people. It is the history of the east of the world is no longer left to its handling."—President Wilson, August 27, 1917.

DOLLARS OR BOYS.

The three great needs constantly put forth from Washington are: (1) food conservation to aid our Allies; (2) men; (3) money. The first, the Food Administration Bureau is attempting to secure largely by voluntary efforts. The second has been placed by law on a compulsory basis in the draft. The third will be compulsory by laws increasing present taxation to the extent of about one-quarter of the annual expenditures in the war; but three-quarters must be provided not by voluntary gift, but by voluntary loans.

The ease with which the draft of men was carried through, the quiet acquiescence of America in it, when advised by America's self-chosen leaders, was a magnificent proof of the essential patriotism of our people and of our confidence that we are a truly democratic nation. We trusted our advisers because we had ourselves elected them. Now we must trust them with our money and we must be ready for sacrifices. This war can not even be begun to be won until the people of America fully realize that sacrifices of all sorts, but especially of men and money, are inevitable.

Popular opinion seems to think we have already given much. Let us be honest. What have we given? True, we are preparing to give men and machines, and are spending money in that preparation, but our spending is as yet but a drop in the bucket compared to what our Allies have been spending for three years in defense of us. For that is what they have been doing—defending the world, and so defending us. We have been lending them money, at a good rate of interest. They do not ask us to give, even now. All that they expect is that we also shall bear our burdens, as they are bearing theirs, in this war for the future of humanity and for safety.

Look at a few facts of Great Britain's effort—not at grand totals, but at facts applied to the individual. In the last British War Loan there was a total of \$4,350,000,000 in cash subscriptions, which means about \$100 per person—men, women, and children. (The best that Germany was able to do in her last loan was \$30 per person.) To equal Britain's effort America, after she had been three years at war, would have to subscribe \$10,000,000,000 in a single loan. Through taxation, interest on loans and higher cost of living, it is estimated that every Englishman with an annual income of \$2,500 gives \$750 to support the war. One reason for this high cost is that Britain began the war without properly appreciating its financial burdens. It was the "Business as Usual" cry that prevented the pouring out of money at first, which, if then given, might have meant a saving for England later, and especially a saving of English lives.

This war can not be won without sacrifice. Let no one think it. If Germany wins, or even makes a draw of it, our future sacrifices will be many times greater. Let no one deceive himself as to that. Right now we are pouring out boys—getting them ready. We must pour out dollars to equip them, but most of all, to furnish them with the instruments of war that their lives may not be lost by being put up as man power against machinery. Many of our boys will die; but some we may save if we are ready to spend the last dollar of our resources in giving them the tools with which to make a fair fight.

Right now it is "dollars and boys." In some ways it is a question of "dollars or boys." This is no abstract generalization. It is a question for YOU to answer personally, with serious thought of what money YOU have available. Every dollar held back for mere luxury, for non-essentials during this war, means a greater chance of the loss of a boy—it may be of your boy.

If you have no boy in service, and hold back your dollars, can you look your neighbor in the face when he loses his boy? If you do hold back, where do you think you are going to stand in your neighbor's estimation when this war ends?

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

Early United States Currency.
In the early periods of the United States 1-cent pieces were copper, then for a comparatively short time of nickel, though the proportion which the copper and nickel coins formed of the total is very small, the entire number of copper 1-cent coins issued being 156,280,000; nickel, 200,772,000; bronze, 2,440,711,000.

FOOD ADMINISTRATION CREDO

By willing service of a free people to do these things:
To feed the Allies that they may continue to fight.

To feed the hungry in Belgium and other lands that they may continue to live.

To feed our own soldiers overseas that they may want nothing.

To keep prices steady and the flow of distribution even that the poor at home may be fed.

To make everyone's effort count its utmost for winning the war for freedom.

FOOD CONTROL IN AMERICA IS OF AND FOR THE PEOPLE

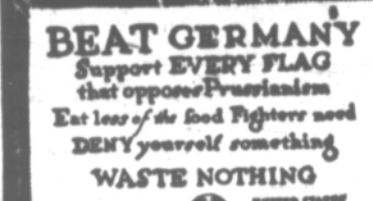
OUR GREAT TASK

By Herbert Hoover.

If you could stand in the middle of Europe today and survey the land to its borders, you would discover its whole population of 400,000,000 human beings short of food. Millions of people in Poland, Finland, Serbia, Armenia and Russia are dying of starvation and other millions are suffering from too little food. Our Allies and the neutrals are living on the barest margins that will support life and strength.

This, the most appalling and dreadful thing that has come to humanity since the dawn of civilization, is to me the outstanding creation of German militarism. The Germans themselves are not the worst sufferers. They are extorting at the cannon's mouth the harvests and cattle of the people they have overrun, leaving them in desolation. If the war were to cease tomorrow, the toll of actual death from starvation within the German lines would double or triple the 5,000,000 or 6,000,000 of men who have been actually killed by Germany and her allies in arms. The 10,000,000 people in occupied Belgium and Northern France would have died of starvation had it not been for us and the Allies.

We must build our food resources to stand ready for any demands upon us by the Allies. It is of no purpose to us to send millions of our best to France if we fail to maintain the strength of their men, women and children on our lines of communication. This United States is the last reservoir of men, the last reservoir of ships, the last reservoir of munitions and the last reservoir of food upon which the Allied world must depend if Germany is to be defeated—and if we are to be free men.



Those Toothsome Apple Pies.
The origin of the toothsome variety of pastry known technically and practically as apple pie has long been shrouded in mystery. That it has had a long, if not eventful history, is evidenced by the distinct recollection of men now approaching the period of the aere and yellow leaf of the apple pie "mother used to make," and which formed such a prominent place in the dinner parl menu at the midday recess of the old-fashioned district school.

Now is the time to eat and to preserve home grown products. Perishable fruits are coming on the market, the gardens are making available daily supplies of food that will take the place of the commercial canned articles that are needed for shipment abroad. Sugar has been made available for home canning purposes and the supply is good at the present time. The home garden and the canning of its products means more this year than it ever did before because it will play a very important part in keeping the fighting forces supplied with the kind of food they need at the time they need it most.

America expects every civilian to do his or her duty in the same spirit as she expects each soldier when the command comes, "TO GO OVER THE TOP" without turning to see if his neighbor had gone first.

We have often quoted that old verse, "Gather your roses while ye may," and we can well now change it to "gather your vegetables," for by so doing we can accomplish great good.

"We stand behind our boys in France and we will not call it a sacrifice but a privilege to do our bit toward feeding them Over There."—Emma V. Milliken.

Conserve, regnera, and preserve all of these fine fruits and vegetables that are now within your reach; you will need them the coming winter.

By eating more perishables here at home we may save others from perishing "Over There."

The farm as well as the front needs men who see straight and shoot straight.

War is OUR BUSINESS; we can't win by carrying it as a side line.

TAKE UP STUDY OF NAVIGATION

Revival of Seagoing Spirit Arouses Widespread Interest in the Subject.

SCHOOLS TEACH THE SCIENCE

Classes in Navigation Being Conducted by Recruiting Service of United States Shipping Board—12,000 New Officers Needed.

Washington.—One of the interesting features of the present great revival in seagoing spirit throughout the country is the widespread popularity of the study of navigation.

Reports reaching the United States shipping board indicate lively interest all over the country in the study of this ancient science, which helped make the nation great in its earliest years of independence.

Classes in navigation, conducted by the recruiting service of the board, to train officers for the ships of the new merchant marine, are being conducted on both coasts and on the Great Lakes. Candidates for admission come from every section of the Union.

The cause of this nation-wide interest in navigation is to be found in the gigantic development of the country's merchant marine. It is anticipated that not less than 12,000 new officers will be required to handle the American cargo-carrying vessels now under construction, and not less than 85,000 men will be wanted for the crews.

A merchant officer today has many advantages in studying navigation that were not known to his seagoing ancestors. There was never a time when the aids to navigation were so numerous as now, or so well developed.

While the manner in which a navigator determines his ship's position on the vast face of the deep must always be something of a mystery to the landman, it does not long remain so to the earnest student of navigation. Some of the students at shipping board schools have been able, after three weeks' study, to determine by observation the position of a ship at sea within three miles, which is considered a creditable performance. The best navigators, on large ships, when asked to check up their observations by the work of more than one observer, sometimes do no better.

Early Navigation.

In the early days of ocean navigation the navigator never knew his position at sea within many leagues. It was customary for ships on the voyage from Europe to America to sail westerly until a landfall was made, then coast to their destination.

Columbus followed this method, for want of anything better. Given sextant and chronometer, the navigator today reduces the job of finding his position to one of careful figuring. Latitude is found by observation of the height, or altitude, of the sun at noon.

Longitude is quite another thing, it being the distance between two places on the earth's surface, expressed in degrees. It is based on the rotation of the earth on its axis every 24 hours, causing meridians 15 degrees apart—a meridian being a line between the equator and the poles—to pass under a certain fixed point in the heavens at one-hour intervals.

For determining longitude all chronometers used on American and British ships are set on the time of the meridian of Greenwich observatory, near London. French ships figure from the meridian of Paris.

Knowing by his chronometer the time at Greenwich, and by observation the sun at 8 a. m. or 4 p. m. his own time, the mariner, by the aid of tables, has only to find the difference in these two times, to find his distance in degrees from Greenwich. This found, the distance is easily expressed in miles, and marks his position on his chart.

"Dead Reckoning."

Prior to the perfection of the chronometer, the common method of determining longitude was by "dead reckoning," that is, estimating a ship's run day by day, by means of the log, a device for telling her speed by means of the rate at which kelp in a line, paid out astern, with a wooden "log" at the end, slipped over the rail in a given number of seconds. This was uncertain, and baffling winds and foul weather made it entirely unreliable.

Many fatal shipwrecks resulted from mistakes in estimating a ship's position by dead reckoning. England lost several of her best ships of war in the eighteenth century by their losing their bearings and crashing upon a rocky shore. One of its bravest admirals, Sir Cloudesley Shovel, lost his life in a wreck caused in this way.

The world owes much in navigation to the Portuguese, as it was Prince Henry the Navigator of that nation, who collected all the ancient lore on the subject, in the fifteenth century, and pointed the way to better means of determining latitude than by the ancient astrolabe and cross staff.

The sextant and chronometer were both of English origin, however, and were brought out within five years of each other, the sextant in 1781 and the chronometer—an improved clock—in 1785. Modern navigation, such as many Americans are studying today, may be said to date from the perfection of these two instruments.

Wood's Lasting Qualities.

Wood is almost an imperishable substance and if kept from attacks of organisms, both animal and vegetable, will practically last forever. The heart wood in living trees is as thoroughly lifeless as the average fence post, but is usually protected by the outward bark. When insects and disease find entrance through holes or cracks a hollow tree usually results and the decay or destruction is as rapid as though not inside living bark.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

Harvesting has begun in the Grande Ronde valley.

La Grande is to have a liberty chorus of approximately 200 voices.

A \$60,000 cherry crop for the Milton-Freewater country has just been marketed.

Roseburg's new cannery began operations last week with a run on loganberries.

A septic tank for Pendleton's sewage will be constructed as soon as possible.

Thomas Reynolds, aged 15, was drowned in the Willamette river near Springfield.

The planing mill at Meacham, owned by J. D. Casey, burned to the ground with a loss of \$500.

Dallas will soon be almost a preacherless town, all the pastors but one leaving to engage in war work.

The 28th annual meeting of the Presbyterian synod of Oregon will meet at Eugene from July 23 to 26.

The coming session of the Oregon annual conference of the Methodist church will be held in Portland in September.

The first two cars of 1918 wheat from Umatilla county were shipped from Adams and Eastland stations last week by H. W. Collins.

Mayor Gates of Medford has issued an order prohibiting the use in public and private meetings of any alien enemy language in that city.

With the labor shortage so serious that farmers cannot handle the hay crop, young women have begun work in the fields in some parts of Linn county.

An average of almost 10 per cent of Oregon's clergy have either partly or wholly given up their church work and are now engaged in army or Y. M. C. A. work.

Pear orchards in the north end of Jackson county will net the growers a 90 per cent crop of good quality fruit, while the apple crop will average 55 per cent.

A break in the A line canal of the Umatilla project, near Hermiston, during a storm put the irrigation system on the project out of commission for two or three days.

After a week of persistent searching, the body of Vernon A. Forbes, who was drowned last Sunday evening in Crescent lake, about 70 miles south of Bend, was found.

Fuel dealers in Oregon who have not turned in their reports to the fuel administration have until July 18 to do so. After that their coal supplies will be cut off.

Twenty additional Oregon Agricultural college students and four faculty members, making 44 persons in all, were sent to the special 60-day training camp which will open at the Presidio July 18.

At the residence of S. P. Timberlake, in Newberg, the Roelofson clan gathered Sunday from all over Oregon for their annual reunion and picnic. There were nearly a hundred persons in attendance.

In the thirty-fifth week of the Storrs, Conn., test the "Oregon" from the agricultural college at Corvallis won the honors for the week with a remarkable yield of 63 eggs.

Since its inception, November 1, 1914, the industrial accident commission has disbursed \$3,404,837.45 out of receipts aggregating \$4,431,622.57, or had up to June 30 this year, according to the report for the fiscal year.

The large farmers' elevator at Bates station, two miles west of Milton, on the O. W. R. & N. tracks, is nearing completion and lacks only the installation of additional machinery to be ready for the annual harvest run.

Henry O'Malley, formerly in charge of Clackamas hatchery, has been promoted to the position of representative of the United States fish commission on the Pacific coast, with general supervision in that part of the country.

The Baker Commercial club has appealed for assistance from the government through Representative Sinnott to revive the Sumpter valley irrigation project, completion of which would water about 80,000 acres east of Baker. The state game commission of Ohio is making an effort to get that state stocked with China pheasants. The Linn Ringneck Pheasant farm, of Albany, shipped 3000 pheasant eggs to the game commission there in the past few weeks.

Fire which broke out in the finishing shed of the Western Coopersage company in St. Johns practically destroyed the shed, together with a large amount of the valuable machinery. The loss is estimated at between \$25,000 and \$30,000.

Owing to the fact that but \$690,000 of the bond issue of \$1,500,000 asked of the capital issues committee by the state highway commission has been authorized, little if any new road construction will be undertaken in Klamath county this year.

Fishing on Rogue river is increasing in volume and a fleet of gasoline schooners, including the Rustler, Tramp and Della, are transporting the pack to Coos bay for reshipment. The run will be heavy until the close of the season in August.

Ralph Horton, aged 23, of Prairie City, Grant county, was accidentally shot and killed near that place by Jesse Graham. Graham saw Horton in the brush and mistook him for a bear, firing with a high-power rifle and killing him instantly.

Drilling for petroleum will start at Waldport soon. A company, which has options on 3000 acres of land in the vicinity of Waldport, has erected a derrick at a point one and one-half miles south of the city, and is prepared to drill to a depth of 1200 feet or more.

The state highway department has begun graveling the section of the Columbia river highway between Cascade Locks and Hood River. A distance of about 20 miles is to be gravelled at an estimated cost of \$50,000. The work was begun at the Cascade Locks end.

Sergeant Porter W. Benedict and Corporal Henry F. Temple, of the Fourth company, Oregon military police, assisted by federal and Klamath Falls police officials, arrested 29 men for violations of the liquor laws during a 10-day period in and about Klamath Falls.

Confident that it can pave the Salem-Aurora highway with a cheaper and better pavement than the paving companies, the highway commission is considering moving its paving plant to the project, and commencing operations in the spring, according to State Highway Engineer Nunn.

Governor Withycombe called the state tax commission together Monday for the purpose of taking up the question of how much extra money will be needed to conduct the state during the coming biennium over and above the amount that will be allowed under the 6 per cent limitation amendment.

Two trainmen were killed, one was injured seriously and the fourth had a marvelous escape from death when the bridge over the reservoir at River Mill, on the Estacada line of the Portland Railway, Light & Power company, collapsed as a section of a freight train was being moved across the structure.

Oregon has the lowest fire loss ratio of any state in the Union. In 1915 Oregon stood in sixth place in this regard and in a comparatively few years has jumped from the 42d to the first place of all the states. This is one of the outstanding statements in the annual report of Insurance Commissioner Wells just being issued.

Four persons were killed and three persons were injured when a fast livestock train on the O. W. R. & N. crashed into an automobile driven by Earl Nunn at the government crossing at Cascade Locks on the Columbia river highway. The dead are Earl Nunn, Mrs. Margaret Nunn, Frank Nunn, of Portland, and Wallace Price, of Eugene.

During the past week there were reported to the state industrial accident commission, 626 accidents, of which four were fatal, as follows: Henry Walter, Portland, construction; Chas. Mitchell, North Portland, meat company; M. Moriya, Baker, lumbering; H. Brooks, near Hillsboro, non-traveller, attempted to board moving train.

Promise that if the waters of Summer lake contain valuable mineral deposits they will be worked to their utmost is held out in communications received by Governor Withycombe from H. C. Pendleton, of Oakland, Cal., and referred by the governor to the state land board. Mr. Pendleton is now experimenting with samples of the waters.

For the years 1919 and 1920 Oregon will have available \$15,000,000 for the development of good roads, according to a statement made to Governor Withycombe by State Highway Engineer Nunn. This total includes the balance of the \$6,000,000 road fund which becomes available next year; federal aid money, Bean-Barrett road bond money, the one-quarter of a mill tax for roads and the money from the automobile license fee fund.

For the first time in the history of Oregon, and, as far as is known, in the history of the nation, a woman has been installed as lookout for the forest service. Mrs. Cora Leland, a resident of La Pine, has been appointed to this position on the Deschutes national forest, and has taken up her duties at Paulina peak station, one of the most isolated lookout points in the whole of central Oregon. Her only companion is her 13-year-old son.

Six months ago Lincoln county was just beginning to emerge from a 30 years' sleep. Today it is one of the busiest counties in the northwest. Between 2000 and 3000 soldiers are building railroads and felling spruce. Eight sawmills are being operated in the county and the big half-million-dollar mill at Toledo, it is believed, will be completed by October next. Another big mill, it is believed, will go in at Waldport. In addition to the spruce activities and railroad work, the bar and harbor improvements are employing many men.

Still She Complains.

"I don't 'old with this 'ere vaccination, Mrs. Green. What's vaccination done for my little Tommy. Since I 'ad 'im done 'e's 'ad whooping cough, chicken pox, measles—in fact, 'everything but smallpox."

Small House.

"The Doll's House," South Audley street, London, England, which has been acquired by a member of a well-known New York family, is the smallest house in Mayfair, but not the smallest in London. This distinction belongs to No. 10 Hyde Park place, one of a row of houses on the Bayswater side overlooking the park, built over a passage six feet wide, between Nos. 9 and 11. Although it has a street door guarded by an iron gate, there is only one room in the house. This architectural oddity was built about fifty years ago by an old lady named Jupp, who lived at No. 9. For occupation by one of her servants. She had a number placed on the street door, and so ended it with a separate existence as a house.



Meat Must Be Sold

Fresh meat is perishable. It must be sold within about two weeks for whatever it will bring.

A certain amount of beef is frozen for foreign shipment, but domestic markets demand fresh, chilled, unfrozen beef.

Swift & Company cannot increase prices by withholding meat, because it will not keep fresh and salable for more than a few days after it reaches the market.

Swift & Company cannot tell at the time of purchasing cattle, what price fresh meat will bring when put on sale. If between purchase and sale, market conditions change, the price of meat must also change.

The Food Administration limits our profit to 9 per cent on capital invested in the meat departments. This is about 2 cents per dollar of sales. No profit is guaranteed, and the risk of loss is not eliminated.

As a matter of fact, meat is often sold at a loss because of the need of selling it before it spoils.

Swift & Company, U.S.A.

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