

## In the Back



German "Efficiency" has never reached a higher plane than in the foul desecration of the Red Cross emblem in the bombing of plainly marked hospitals in the allied lines.

"Here are many allied officers and men," says the Kaiser. "If they were not wounded, they might dodge our glorious airplanes as bombs are dropped. Being wounded, they cannot move, and so they are killed in their beds or in the air as their beds are blown out from under them."

"Gott being with us, let us blow up all the Red Cross hospitals we can."

So the "Greatest Mother in the World" remains a shining mark for the "Superbeasts" efficient elimination of his enemies.

Since Allied airplanes have become regular visitors to German cities, the Kaiser has discovered such bombing to be a violation of international law.

Your subscription to the Fourth Liberty Loan will mark the earnestness of your approval of the building of great fleets of American airplanes to bring their frightfulness home to the Hun.

## Additional Editorials

### A DAILY DUTY

Each day every American soldier in France is confronted by a great duty. Our Army there has a great task to perform for our country, for the world, for civilization, and for humanity. Our soldiers are doing their duty with a courage and fidelity and efficiency that thrill every heart.

Each day every American citizen at home is confronted by a great duty, a duty as imperative upon him or her as the duty of our soldiers is upon them. The American people have a great task to perform. It is to support to the limit of their ability our Army, our Navy, our country at war.

To work with increased energy and efficiency so that our national production may be increased; to economize in consumption so that more material and labor and transportation may be left free for the uses of the Government; and with the resultant savings to support the Government financially is the daily duty of every American. It is a duty that will be met by every American whose heart is with our soldiers in France, who glories in their courage and fighting ability and their success.

### AN INSPIRATION TO PROMPT ACTION

We have a great inspiration for a great effort in the coming Fourth Liberty Loan Campaign. The news from battle front inspires every American heart, not only with pride and patriotism but with a great incentive to do his or her part. There is no shirking, no shifting of the individual burden, no selfishness by American soldiers in France; there should be none here. We are both supporting the same country and the same cause—our Army in one way, ourselves in another. Theirs is the harder part, but at least we can do our part as promptly and loyally and efficiently as they do theirs. The duty of every citizen is plain in this campaign—prompt action, prompt and efficient work and prompt and liberal subscriptions.

In addition to billions from taxes, the government needs billions more. The only true way to get these billions is to sell Liberty Bonds to the mass of the people—all they can afford to buy. The more people who buy \$50 bonds, \$100 bonds, \$500, the more discouraging it is for our enemies."

Reports from all over the Willamette Valley indicate the wide spread intention to abandon large areas of hop yards. The prospects were never dark as at present. The only present hope for the industry is a radical change of sentiment on the prohibition question which seems a futile one.

## Gold Won by Our Ships

### Prosperity of Merchant Marine Due to the War

Washington.—The present golden era for American shipping, resulting from great demand for ocean tonnage, and the extraordinary profits that have been made in our carrying trade by sea, have been shown by research to be a recurrence of similar conditions that have prevailed three times before in the history of the American merchant marine.

Whenever there has been any extraordinary condition to change political or economic balances in this or other great countries, prosperity for shipping has followed, say experts of the United States shipping board.

In proof of this they point to the great expansion of our foreign trade following both the Revolutionary war and the War of 1812, by which the merchants of New York and New England were enriched, and also the fortunes made by American ship owners following the Mexican war, with its resulting great rush of pioneers to the new gold state of California.

None of the stories of fabulous earnings of vessels in the merchant marine in the first three years of the present war—before the shipping board began regulating freight charges at sea—are more interesting than those of the wealth won by ships owned in old Salem, Mass., in the period in which their owners were developing American trade with distant parts of the earth, following both peace treaties with England.

In 1799 the ship Mt. Vernon of Salem made a profit of \$100,000, four times her original cost, on a single round trip to China, going out with sugar, and returning via the Mediterranean, where she took on silks and wines for the American market.

The owner of the Mt. Vernon, Elias Hasket Derby, died while she was on this voyage and left an estate valued at \$1,000,000, the largest American fortune to that time.

Salem captains were ever on the alert for new ventures in those days of rich profits. When in 1795 Capt. Jonathan Carnes of Salem heard by way of gossip when ashore at Barcelona, Spain, that pepper grew wild on the coasts of Sumatra, he noted the information carefully. On his arrival home he imparted it to Jonathan Peete, a Salem merchant, who forthwith fitted out the schooner Rajah, and dispatched her to Sumatra.

The Rajah brought back the first full cargo of pepper to be landed in America, and her owner reaped the tidy profit from its sale of 700 per cent on this investment.

Certain ships, known for their lucky voyages, made fortunes for their owners. One famous in the annals of that period was the ship George—known as the "Salem frigate"—which made regular voyages to the East Indies for 22 years, accomplishing 21 voyages in all, and earned a fortune for George Penbody, afterward famous as a millionaire philanthropist.

### SHERIFF'S SALE OF REAL PROPERTY

#### ON FORECLOSURE

Notice is hereby given, That by virtue of an execution duly issued out of the Circuit Court of the State of Oregon, for the County of Marion and to me directed on the 7th day of September, 1918 upon a judgment and decree duly rendered, entered of record and docketed in and by said Court on the 26th day of June, 1918 in a certain suit then in said Court pending, wherein Grant Murphy, Administrator, was plaintiff and O. L. Burson, and Fanny Burson, his wife were defendants in favor of plaintiff and against said defendants by which execution I am commanded to sell the property in said execution and hereinafter described to pay the sum due the plaintiff of \$235.00 Dollars, with interest thereon at the rate of eight per cent per annum from the 17th day of September, 1916 until paid and the further sum of \$50.00, Attorney's fees, together with costs and disbursements of said suit taxed at \$34.85 Dollars and costs and expenses of said execution, I will on Saturday, the 12th day of October 1918 at the hour of 11:00 o'clock A. M. of said day at West door of the County Court House in Marion County, Oregon, sell at public auction to the highest bidder for cash in hand on the day of sale, all the right, title, interest and estate which said defendants and all persons claiming under them subsequent to the 29th day of September 1913 in, of and to said premises hereinbefore mentioned and described in said execution as follows, to-wit: Beginning at the 1/4 Section Corner between Sections 4 and 9 in Township 9 South, Range 1 West of the Willamette Meridian, Marion County, Oregon, thence West 8 chains; thence North 25 degrees 30 minutes West 14.92 chains; thence West 5.90 chains to the middle of the Salem Flouring Mills water ditch; thence down said ditch to a point where the middle of the same is intersected by the East line of a 30 acre tract of land owned by E. C. Baker; thence North 2.00 chains to the Northeast corner of said 30 acre tract; thence North 89 degrees 30 min-

The value of her cargo may be judged in that in her 22 years of active existence there was paid on them at the Salem customhouse, in import duties, not less than \$300,000.

The George was a tiny ship, as vessels go nowadays, being only 114 feet long, yet she proved a shining example in other ways of the glory of the early American merchant marine. She had the reputation of carrying the most intelligent crews to be found anywhere—except possibly on certain other American ships—and was famed for the number of men who graduated from her forecabin to the quarter deck.

When she sailed on her first voyage to India, in 1815, hardly a man in her crew was twenty-one years old, yet each was an experienced seaman, and nearly every one was a navigator.

Of the sailors who served on her in her long and prosperous career, 45 became captains, 29 chief mates, and six second mates. Thomas M. Samdets, who served on her as a boy, passed through every grade—of ordinary and able seaman, third, second and chief mate—and ultimately became her captain.

The case of the George has been cited as an example of the beneficial effect of continued prosperity on a nation's merchant marine.

Not less than 7,000 men signed articles in the counting room of Joseph Penbody to man his fleet, the various craft which made 33 voyages to Calcutta, 17 to Canton, 32 to Sumatra, 47 to St. Petersburg and 50 to other European ports.

In the later period of the so-called clipper ship era of the merchant marine, great profits were made by American ships at a time when the vessels of other nations were grubbing for charters. This was due to the superior speed of the American vessels.

The Rainbow, the first distinctly clipper ship built anywhere, cleared 200 per cent profit on her first voyage to China, in 1845.

The Oriental, an American clipper built in New York in 1849, to compete with the English tea ships, earned \$48,000 in freight money on her first cargo of tea from Hong-Kong to London. Her cost was \$70,000.

In the gold rush to California, in 1849 and 1850, many ships earned more than their value in a single voyage. Demand for space regulated the charge for carrying freight, as it does now, and the top price reached was \$30 a ton.

At this rate the ship Samuel Russell earned \$72,000 in freight money on one voyage—more than her cost.

Some of the charters made in the earlier period of the war for American vessels were on such a liberal basis that the freight money for a single voyage to Archangel, for example, paid for the ship making the voyage, a condition to be looked for, say the experts, in times of abnormal demand for cargo space.

utes East 8.44 chains to the Northeast corner of E. C. Baker's land; thence South 25 degrees 30 minutes East 27.22 chains to the place of beginning and containing 23.53 acres, more or less, situated in Marion County and State of Oregon.

Said sale being subject to redemption in the manner provided by law.

Dated this 10th day of September, 1918.

W. I. NEEDHAM,  
Sheriff of Marion County, Oregon  
By O. D. BOWER, Deputy.

Not satisfied with the slogan, "Every Scout to Feed a Soldier," Troop 1 of Oakwood, Ohio, has placed itself in a position to feed a regiment. There are 17 members. Five work in town and twelve in the country. The twelve found that they had nearly eight hundred acres in their combined farms.

Boy scouts every day for some time and collected windfall apples for shipment to Boston and distribution among the poor.

## GENERAL SUGAR CONSERVATION

Is sugar necessary in the diet?

Neither cane nor beet sugar is necessary. In the average American diet all the sugar needed may ordinarily be supplied by using honey, sirups, fresh, preserved and dried fruits.

What are the general sugar saving rules?

Use all sugar sparingly and wherever possible use other sweeteners. Be sparing of confections and sweet cakes. The American people last year spent enough money for candy to feed all Belgium for two years. Supplement sugar with honey and sirups. Cultivate a taste for fruit in its natural sweetness. Sugar is a fuel food. Get fuel from potatoes and other starchy foods rather than from sugar. Sugar excels them as an energy-food only because it produces energy more quickly. They excel sugar since they supply more than merely the fuel need.

How may the sugar ration be expressed in quantities known to everyone?

Two pounds per month means about 8 ounces per week, or a little more than 1 ounce a day. This daily ration is a trifle more than 2 tablespoons level full. It should be remembered that this is to include all sugar used for any purpose whatsoever—for table use, cooking, in ice cream and desserts, on cereals or fruit, in sugar sirups used on griddle cakes, etc.



## THE BUGLE CALL

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