

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
T. L. DUGGER, EDITOR AND PROP.

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SITUATION IS VERY GRAVE

The leading feature of the difference of view between the United States and Germany in the diplomatic controversy now engaging the attention of the world, is attributable to the introduction of the submarine as an engine of destruction in war.

What are known as international laws governing the action of a belligerent toward neutral nations, were agreements made by the large nations of the world before the submarine war vessel was ever thought of. The United States insists that Germany shall live up to these acknowledged international laws of war, while Germany has assumed the authority to modify those laws to suit her own purpose and to make them cover the activities of the new war vessel, the submarine.

These international war agreements or laws, recognizes the right of a belligerent nation to stop a neutral vessel when at sea and examine the cargo. If the cargo contains what is termed contraband goods consigned to an enemy nation, such vessel may be seized and taken to a home port, or if this is impracticable, after taking the crew and passengers from the vessel, the same may be destroyed. But if no contraband goods are found in the cargo, the neutral vessel must be permitted to continue its voyage unmolested. Also, if the vessel, which is a merchantman unarmed of course, shall belong to an enemy nation, it must not be destroyed until the passengers and crew are removed from the ship and the nation destroying the same becomes responsible for the value of any and all neutral goods destroyed.

Germany, in her submarine warfare, has ignored these international rules of war. In the case of the Lusitania, she had a right to stop the ship, search for contraband goods and, to either take the ship to home port or, after removing the passengers and crew, sink the vessel. But this the German submarine did not do. Without warning, the torpedo was fired and the big ship sent to the bottom, resulting in great loss of life. Because more than 100 of the lost were Americans, the United States, of a right, sent a vigorous protest to the German government.

If the submarine war vessel had been in existence when the international rules of war at sea were agreed to, no doubt rules would have been adopted governing that feature of maritime warfare. But, as the submarine has been invented long since the war code was adopted no rules governing submarines are in existence and their use must conform to the established rules, else adjust the difficulty involved in the present controversy.

Before nations adopted certain rules and regulations governing

maritime warfare, every nation was a law unto itself. Each and all advantages were expected to be taken by a nation at war. Any way to win was the rule, no matter how barbarous or cruel. But when nations attempted to place war on a sort of civilized basis by international agreement, no nation can honorably violate its plighted word.

These same agreements prescribe what a neutral may lawfully do and what are the rights of its vessels when sailing on the high seas.

Germany has violated these rules of war as established by treaty, both on land and sea. The invasion and destruction of Belgium was a plain violation of her treaty with that country and with the other nations of the world. But as that invasion did not directly concern the United States, while we condemn the invasion, it was not nor is not our duty to interfere. It is different with the submarine outrages. American lives have been sacrificed and American property destroyed. This last can be adjusted by a moneyed indemnity, but the lives which were sacrificed cannot be restored and no indemnity can replace them. Now that another attack on a merchantman, bound for the United States and without warning, is evidence that Germany will persist in this unlawful warfare, our wishes, international law, justice and common humanity to the country notwithstanding, adds to the gravity of the situation.

The American note to Germany, to be forwarded within a few days, may be expected to be very firm though not more offensive than the gravity of the situation demands.

President Wilson is certainly awakened to the very great seriousness of the matter and that the rights of American citizens have been transgressed in an unblemished, insolent manner. He can be depended upon to insist firmly that American rights shall be respected. Germany would demand as much from us, were the positions reversed. And the president can rest assured that he has the entire American manhood patriotically behind him. Even naturalized citizens of German nationality will justify the American contention in this matter.

IDLE MONEY DOES NOT GIVE PROSPERITY

Reports say that our balance of trade with foreign countries amounts to a round billion of dollars in our favor. That is to say, we sell a billion of dollars more stuff to those countries than we buy from them. Bank reports from all over the country tell of immense sums of money lying idle in their vaults. If we consider both these facts, one would think we should be having the most flourishing times in our history. But a closer examination gives the explanation. Quite a considerable of our very favorable balance of trade is in the form of industrial bonds which have been held by European capitalists. They are converting these securities into cash and we are the buyers. In other words, we are paying our debts.

The money lying idle in the banks is not a good sign. It means that it is not being actively employed in trade, industries or improvements. In the northwest we feel it because of the stagnation in the lumber industry and in railroad building. The interest rates are too high for the money to be employed in these industries to any considerable extent. The foreign war is also a contributing factor, in that the overseas price of tonnage on freight-ships has been almost thrice what it was or should be in normal conditions. This high foreign freight rate is caused by scarcity of ships, danger of submarines and the

consequent great increase in marine insurance.

This remarkable increase in overseas freight rates, will materially affect the price of wheat to our farmers this fall and winter. Most farmers were calculating upon receiving a dollar and above that for their wheat. The price is likely to range from 75 cents to \$1 per bushel. Aside from the sale of munitions of war, horses and mules, the foreign war is not nor will not be of material benefit to the people of the United States. Indeed, it has disrupted our industrial conditions by causing high freight rates and curtailing the demand for our manufactured products.

It is not generally known that the Star Spangled Banner of the United States is older than any one of the present flags of the great European powers. It was adopted in 1777 by the congress of the thirteen Colonies of North America, then at war with the mother country. The yellow and red Spanish flag came out in 1785, the French tri-color was adopted in 1791, the red English emblem, with the union jack in the upper corner, dates from 1801, the Sardinian (now the Italian) flag was one of the consequences of the compromise of 1867, the present German flag first appeared in 1871, and the Russian tri-color is quite a recent affair.

The only modification that the American flag has undergone since its origin consists in the addition of a new star every time a new state is taken into the Union. The stars now number forty-eight. — Dufur Dispatch.

For all that the syndicate newspapers may say derogatory to W. J. Bryan, whenever he opens his mouth he says something which is worth listening to. Now that he is out of office, one would think such newspapers as the Oregonian would let him alone. If Mr. Bryan wishes to lecture before chautauqua audiences and these societies wish to employ him, nobody has a right to object. However, newspapers of the Oregonian class are afraid Mr. Bryan will say something which the people will believe and which will not be conducive to the interests which such newspapers espouse. Nevertheless, Mr. Bryan will talk and he will always say something.

Local Market Report

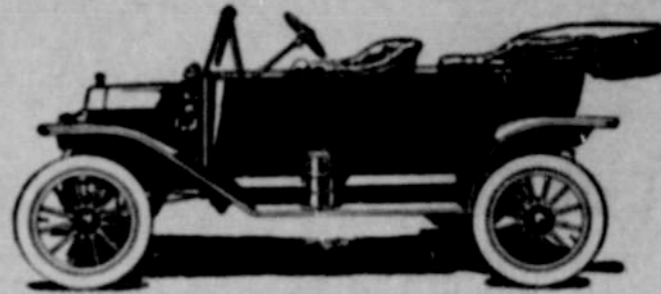
Wheat per bushel	\$ 1.00
Oats " "	.45
Bran per ton	30.00
Wheat chop per ton	34.00
Oat chop " "	30.00
Barley Chop " "	30.00
Flour per sack	1.50
Eggs per dozen	.18
Butter per roll	.35
Chickens, hens per lb.	.09
" " spring " "	.09
" " roosters " "	.07
Turkeys " "	.12
Geese " "	.75
Ducks " "	8 to 11
Beef " "	5 1/2
Veal " "	.06
Hogs, live per hundred lb.	6.75
Hogs, dressed " "	8.25
Mutton " "	6.00



Dr. Fixin—After a meal you must sit and think.
Mr. Stingee—I do. I think of the high cost of living for hours after.—
New York Globe.

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John M. Scott, General Passenger Agent, Portland, Or.