

MEDFORD MAIL TRIBUNE

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GEORGE PUTNAM, Editor.

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EM-TEES

THE WOUNDED MAN SPEAKS.

(By Henry Oyen of the Vigilantes.) I left an ear in a dug-out

When a shell-bit made us dance; And at Belleau Wood where the mixing was good

I gave up a mitf for France, I lay on a cot a-smoking

And thought I was getting well; But the moon was bright on the bomb-plane's sight

And the Gothas gave us hell, They certainly spoiled my beauty;

And my leg is a twisted curve; They hustled me up like a mangled pup,

But—they did not bust my nerve! I'll step off ship at Hoboken

And I'll say: "Well, here I be, Straight from Belleau Wood and it's understood

That nobody grieves for me," And no pussy-footing sissy

Shall grab at my one good hand And make me feel drunk with the good old hunk,

Just to make himself sound grand, For I'm damned if I'll be a hero

And I ain't a helpless slab; After what I've stood, what is left is good,

And all I want is—a job, How can Germany pay?

(By Henry Sterling Chapin of The Vigilantes.)

As we read of the deliberate devastation of towns and destruction of personal property in France by re-treating Germans, human nature revolts

and the desire to wreak equivalent vengeance upon the Germans when our turn comes—as we are sure it will—rises in every man's mind as a sense of justice.

Then our centuries of civilization assert themselves and we realize that it is not possible for the allies to do anything to German homes and villages that is equivalent to what the Huns have done to us.

How can Germany pay? Here's a way.

Assuming that we bring the war lords to their knees, we should demand that German labor transport trees from Germany and plant them in France until every tree has been restored.

Demand that German buildings of appropriate character be torn down and their stones and plimbling and their contents be transported to France until every house and every household in France has been restored.

Make German labor perform this until it is completed, with provision only for the essential food, lodging and clothing.

In this way the destruction the Hun has performed will be visited upon him without further economic loss and the lesson will be taught in every German village from which the trees and houses are selected for deportation.

Any indemnities for damage to human life, such as are ordinarily computed at the end of a war, should be entirely independent of this physical reconstruction of Hun damage.

SOLDIERS SAFE AT SEA.

A REPORT recently issued from Admiral Sims' staff at London states that since the United States entered the war, the total casualties at sea in transporting forces has been 291 out of 1,400,000 American soldiers landed.

In other words, the chances that a soldier will arrive safe at his destination and escape injury or destruction by U-boat attack or mine is better than 4600 to 1.

This proportion covers all men sent across since early in 1917 and as every month sees improved methods and appliances safeguarding the transports, the proportion is likely to be less rather than greater in the future.

Troop ships are sent in a convoy—a group of ships, escorted by destroyers and cruisers. Every transport is armed, carries guns to fight the submarines, as well as depth bombs and smoke bombs to hide the vessel in case of attack. In case of a vessel being sunk, there are plenty of ships near for rescue work.

Every day sees additional war craft, especially designed to beat the U-boats, added to the American navy—as ship-building plants are turning them out in constantly increasing numbers. More carrying ships are also being regularly added.

U-boat warfare is becoming less effective as the percentage of U-boats is constantly increasing. The number of submarines sunk now exceed the number built in the same period of time.

German official explanations admit that it is impossible under the convoy system as perfected by the allies for the submarine to attack with hope of success. For this reason the U-boats sent to America to attack the troop ships, have had to content themselves with playing pirate on small fishing craft or attacking small steamers.

For this effective control, this really remarkable record, the United States navy is responsible. It has again demonstrated its efficiency and proved that the menace faced by the U-boat is greater than the menace of the U-boat to the troop ships. Hence we need not worry for the safety of our soldiers at sea.

VICTORY FLOUR.

THE food administration asks retail dealers to sell Victory flour, and urges consumers to buy that flour instead of wheat flour and a substitute. Victory flour is a mixture of 80 per cent wheat flour and 20 per cent corn or barley flour.

Under former rulings it was possible to purchase the flours separately and do one's own mixing.

Hereafter the food administration takes no chances on German sympathizers and luke-warm Americans putting a hand in the mixing. And this is the reason:

Enemies in our midst (and this includes slacker Americans, too) who could afford it, bought the wheat flour and substitutes, and threw away the corn and barley flour while using pure wheat flour. This was expensive to them, of course, but it was decidedly more costly to the nation. Also, it was unfair to loyal Americans who conscientiously mixed their bread flour.

So now when you buy Victory flour you are helping to defeat this wheat wasting program of Huns in America. They cannot "unscramble" Victory flour, and thus corn and barley flours are forced down their throats, much like retreat and defeat are being crammed down their kaiser's throat "over there."

Order Victory flour. Insist upon getting Victory flour. Report any grocer who doesn't sell Victory flour. Report any neighbor who bakes with all wheat flour.

YANKS AT FRONT APPRECIATE TOBACCO SENT FROM HERE

To the Editor: This letter is acknowledging packages of tobacco from yourselves, H. Hinek and J. Crowell. These three packages were given to me some time ago when I was on an ambulance detail and the tobacco was given to various men of our army as well as the French. I had some more Medford packages and I think I mailed them some time back.

Let's over here is a very strenuous proposition: long hours at times and only a smoker realizes the relief tobacco gives when working under a strain such as war imposes on a man. Yet I often wonder how our army buddies keep up as they do. They are certainly wonderful, and personally I do not see how we can call them "the weaker sex."

I am absolutely in favor of giving the women of the U. S. A. suffrage and anything else they want including the world, after what I have seen of them over here, and the womenfolk at home. They work and keep working. I am a married man and I realize what my own wife is doing. Her letters are always bright and cheerful, yet she does not know whether I am well or sick, or whether I am even living.

I also want to speak of the work being done by the Y. M. C. A., the Red Cross and the K. of C., not forgetting that great institution called the Salvation Army. It is all wonderful, and when the history of this war is written, due credit must be given them for the part they played in winning the war. Without their assistance, never mind how indirect

or how little it may seem, or that of every man, woman and child at home we could never win. It is the assurance of his country solidly behind him that is sending the Yank into battle with a smile on his face and joy in his heart. As you know we are doing our bit just as gladly as you folks.

Another thing, don't let any of those people we term "calamity howlers" or "crope hangers" scare you. We are paying the price for our victories. That is to be expected, but you can take it from an eye witness that for every American dead on the field of honor, there are not less than five Huns.

Again thanking you, I am sincerely yours, P. E. P. BRINE, Co. D, 107 D. S. T., A. E. F., Somewhere in France, August 12, 1918.

NEW DUTCH CABINET TAKES OFFICE OATH

THE HAGUE, Sept. 10.—It is officially announced that the new cabinet has taken the oath of office and will enter upon its duties today. It is composed as follows: Premier and minister of the interior, Jonkheer G. L. M. H. Ruijs de Beerenbrouck.

Minister of foreign affairs, Jonkheer Karmelink.

Minister of justice, Jonkheer Heensloot.

Minister of finances, Jonkheer Devries.

Minister of war and marine, Jonkheer Geussen.

Minister of agriculture, commerce and communications, Jonkheer Goeding.

Minister of labor, Jonkheer Ysselstein.

Minister of colonies, Jonkheer Hendriks.

Fallen for Freedom

The following casualties are reported by the commanding general of the American expeditionary forces: Killed in action, 149; missing in action, 220; wounded severely, 471; died of wounds, 46; died from aeroplane accident, two; wounded, degree undetermined, 35; died of disease, nine; prisoner, one; died of accident, six. Total, 938.

Marine corps casualties summary to date: Officers, deaths, 37; wounded, 61; missing, 1. Total, 99.

Enlisted men—Deaths, 893; wounded 1903; in hands of enemy, 10; missing, 134. Total, 2941. Grand total, 3040.

The following casualties are reported by the commanding general of the American expeditionary forces included in the above total:

Killed in action, seven; died of wounds received in action, 4; wounded in action severely, 7; died of disease, one. Total, 19.

The following are from the Pacific coast states:

Killed in Action. Corp. Burton W. Masterton, Oakland, Cal.; Private Chirs S. Vellaloz, Los Angeles, Cal.; Private Jas. A. Jewell, Seattle, Wash.; Harmon H. Taber, Kojiny, Cal.; Smith F. Ballard, Salem, Ore.; Eardino L. Catelin, Crockett, Cal.; Private Stojan Krovick, Los Angeles; Private Ray H. Moses, Medford, Ore.; Private J. Thene, Alameda, Cal.

Died of Wounds. Corp. Robt. L. Byrne, Tacoma, Wash.; Private John Kreezuch, Ludlow, Wash.; Private William Wright, Ukiah, Cal.; Private Lertora, Jamestown, Cal.

Wounded Severely. Corp. Donald B. McKims, Mohler, Ore.; Private Fred E. Aune, Dayton,

Ore.; Private Louis J. Halpern, Seattle, Wash.; Paul E. Enoch, Puyallup, Wash.; Thord D. Gardner, Bothell, Wash.; Norman A. Kimball, Big Harbor, Wash.; Private Frank A. Kravner, San Francisco, Cal.; Private Emile F. Meyestre, Natchez, Wash.; Private Domingo Molina, San Francisco, Cal.; Leo W. Hanson, Los Angeles, Cal.; Private John Wathrich, East Salt Lake, Wash.; Private Matto Zanni, Seattle, Wash.; Private John H. Angler, Naples, Cal.; Private William F. Batehek, Corvallis, Ore.; Private Frank Bino, Shebura, Ore.; Private Gustave Wek, Los Angeles, Cal.; Private Franklin R. Filkey, Laguna, Cal.; Private George A. Goode, Portland, Ore.; Private W. Harrison, Los Angeles, Cal.; Private De Witt Kirby, Seattle, Wash.; Private Harold A. Okel, San Francisco, Cal.; Private Cecil A. Roley, Washington, Wash.; Private Perry E. Ross, Port Angeles, Wash.; Private Dillard C. Runyan, Hunters, Wash.; Private Robert F. Slaughter.

Missing in Action. Private Charles M. Cavellero, Everett, Wash.; Private Charles Escenanza, Los Angeles, Cal.; Private Garret Perkins, Gateway, Ore.; Sergeant Charles A. Halse, Seattle, Wash.; Private Ignace Balounas, Firdale, Wash.; Private Raymond P. Cold, Colfax, Wash.; Private Earl Carnow, Juntura, Ore.; Private Wm. N. Wew, Astoria, Ore.; Private John L. Bertsch, Spokane, Wash.; Private Jesse E. Dodge, Seattle, Wash.; Private Daniel Tietrogosmo, Seattle, Wash.; Private Samuel G. Tassili, Oakland, Cal.

Wounded in action, degree undetermined—Corp. William O'Callahan, Jr., San Francisco; Private John E. Sankey, Oakland, Cal.

Marines wounded in action—Sergeant T. William F. Dunmer, Los Angeles, Cal.

NEW CAMOUFLAGE "BAFFLE PAINTING" FOILS SUBMARINES

(By J. H. Duckworth.)

NEW YORK, Sept. 10.—One reason why the U-boats are now doing less damage than formerly is the fact that the allies have discovered a new "camouflage."

This is known as "baffle painting." When a tramp steamer is "baffle-painted" it is very difficult, unless the weather be particularly clear, for a submarine commander looking thru his periscope, or even from his conning tower, to tell whether the ship is coming or going.

The aim of the nautical camouflages in the early part of the war was to make ships invisible. In certain lights the cubist-like designs in gaudy colors did make it easy for the ships to merge their bulk into the ocean's fogs and mists, but nothing would blot out the tell-tale shadows in the sun or make them transparent as they crawled along the top of the horizon.

The next development was to break up the lines of a ship with bold bars and triangular shapes in black against a blue and gray background, a scheme that made it almost impossible for a torpedo gunner to find either a horizontal or perpendicular line to aid him in sighting.

In craft "baffle-painted," the design in broad solid patches of black, blue and dirty white is so arranged that in the deceptive light of the sea it is exceedingly hard at a distance of say two miles to tell in what direction the ships are proceeding, especially as few tramp steamers can plug along at anything better than eight or nine knots.

The design aptly makes it appear as if the bow was heaving backwards, and at an angle of 45 degrees from the actual course. German scientists have some job to do inventing a nautical instrument to fathom this trick of allied sailors.

Deceived in this way, one German submarine has already met her fate by running under the bow of a British tramp and being sunk when she thought she was taking up a position ahead to fire a torpedo.

I saw one of these "baffle-painted" ships in lower New York harbor one morning this week from the deck of a Sandy Hook boat, and as we approached her in the morning haze many of the commutators thought she was bearing down on us when she was really following a parallel course.

All the new vessels of the U. S. shipping board are now "baffle painted" before being put into commission.

WASHINGTON, Sept. 10.—Herbert Kaufman, an author and editor of New York, has been appointed as a special assistant to the secretary of the interior.

LONG WAR AHEAD WITH GERMANS IN DEFENSIVE ROLE

AMSTERDAM, Sunday, Sept. 9.—In a lecture on the war in Berlin, Lieutenant General Von Freystadt-Loringhove, deputy chief of general staff, contended that the present crisis on the western front was less than many others during the war.

"The position we occupied before the enemy counter offensive began was the result of an abortive offensive and therefore unsuitable for a defense whose aim was the effective economizing of forces," the general is quoted in a dispatch from Berlin as saying. "The positions had not been consolidated as trench warfare demands."

He added that nothing like a decision was in prospect. He said: "The thing now is to rush things so that Great Britain and America recognize our invincibility in defensive war. We lack neither men nor material nor raw material to hold out for a long time. We must, however, not slacken in our determination, which must remain alive at home. All that might divide us must be postponed until the end of the war."

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BIG CONSTRUCTION CAMP IN FRANCE EQUIPS RAILROADS

AMERICAN PORT, WESTERN FRANCE, Sept. 10.—There is a crash and bang of a great cantonade, like a battery of trench mortars in action. But this is not the cannonade of the battle front one hears here, but another kind of cannonade, almost as fierce and ear-splitting, of trip-hammers, giant sledges and electric riveters in the gigantic American construction camp which has suddenly sprung into existence here.

Standing in the vast workshops, where 20 locomotives a day are assembled, about the dimensions of the capital in Washington, with the throb of a great work going on inside and miles of activity stretching away outside in railway yards, warehouses, docks and camps, one feels this is after all quite as essential a part in the winning of the war as the struggle going on further forward, for here is the very fountain head of material for winning the war. There are great 320 millimeter cannon like the 12-inch monitors on American battleships, with all their ponderous mountings and trucks, huge 90-ton locomotives which are turned out with the incredible speed of six to ten a day, exceeding the output of the great establishments in America, and flat cars, freight cars, box cars, tank cars, and all the other forms of railway transportation turned out by scores and hundreds daily as a baker turns out cakes from his oven.

What has been most astonishing to the European observer is that all this vast storehouse of American energy and production could be created in a few months out of practically nothing. Last fall the site of this present plant was a vast marsh with the sea water over it at high tide. It

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was necessary first to raise the level of the ground five to nine feet. This was a huge engineering undertaking in itself. When it was done, instead of a marsh with the sea lapping it, the astonished townspeople saw a high and level plain adjacent to the city, with big ocean piers beginning to stretch out seaward for the incoming migration of American men and materials. Soon thereafter rose like magic the huge buildings to carry on the infinite diversity of activities of this hive of war industry.

RABBIT PLAGUE IN EASTERN AUSTRALIA

SYDNEY, N. S. W., Sept. 10.—Rains are above normal in eastern Australia and the abundance of water and green feed is increasing the number of rabbits to the point where they are becoming a plague.



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Medford Mail Tribune and Crescent City Courier. Medford Mail Tribune (Daily), \$5.00 Crescent City Courier (Weekly) 2.00 Clubbing rate, \$6.00. Medford Mail Tribune (Weekly) \$1.50 Crescent City Courier (Weekly) 2.00 Clubbing rate, \$2.50.

CRATER LAKE

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