



Line Up and Sign Up on June 28th

Enlist as a war saver in the great "army that stays at home"—the second line of defense behind our boys in the first line trenches. The government has officially set Friday, June 28th, as

National War Savings Day

Be ready to step forward on that day and prove your patriotism. You are summoned on Friday, June 28th, to "sign the pledge"—to agree to invest in a definite amount of War Savings Stamps each month during 1918.

W. S. S. Cost \$4.17 in June Worth \$5.00 Jan. 1st, 1923

Be Ready to Go the Limit—Line Up and Sign Up on June 28th



NATIONAL WAR SAVINGS COMMITTEE

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ROAD INFORMATION FOR MOTORISTS AND CAMPERS

Portland, Or., June 19—This bulletin contains general information concerning road conditions in or near the National Forests of Oregon and Washington, based on data furnished by the field men of the Forest Service.

TAKE NO CHANCES WITH FIRE.

Drop no burning matches or tobacco. If you have a camp fire, build it away from logs, trees, or rotten wood. Scrape a clean strip around it, digging down to dirt. When you leave PUT IT OUT. IF NO WATER IS AVAILABLE USE DIRT.

OREGON ROADS.

Willamette Valley-Cascade Mountain Wagon Road—Open and in fair condition between Foster and Upper Soda. Closed between Upper Soda and summit of the Cascade mountains. A few wagons have made this road between Upper Soda and the summit, but it is unsafe for travel because of poor bridges. The river must be crossed by two fords, which are not very safe. Hebo-Neskovin—Open and in fair condition entire length with some rough places. Tillamook-Willamina—Open and in fair condition between Tillamook and Willamina. The road is now in permanent summer condition. Dead Indian—Open between Pelican Bay and Ashland; passable for auto by making short detours around fallen trees. Klamath Falls-Crater Lake—Open between Klamath Falls and Headquarters camp; in poor condition. Crater Lake Road—Open and in good condition from Medford to Headquarters camp at Crater Lake. Closed Headquarters camp to rim of Lake on account of snow. This road is open for wagons at present and in three or four days from Medford to Fore. Klamath. Willamette Road—Open between Eugene and a point a few miles beyond

Oak Ridge. Closed to all vehicles beyond this point. Columbia River Highway—Open and in good condition, Portland to Cascade Locks. Closed for construction between Cascade Locks and Hood River. Auto travelers may ship cars between Cascade Locks and Hood River either by rail or boat on week days. At Eagle Creek, 45 miles east of Portland on this road the Forest Service maintains a free picnic and camp ground for the benefit of the public. Tables, benches, fire places and running water are available at this camp ground. McKenzie Pass Road—This road is open and in fair condition from Eugene to the west boundary of the Cascade National Forest. Poor condition but passable from west boundary of the Forest to Sisters. Drain-Scottsburg—Open and in good condition entire route. Klamath Falls-Bend (via Fort Klamath)—Open and in fair condition. Crescent City-Bandon—Coast Road—Open and in fair condition entire route with some rough places. Grants Pass-Crescent City—Open entire length and in good condition except for a few rough places. Pacific Highway—Open and in fair condition Roseburg to Grants Pass and Medford. In good condition Grants Pass to Wolf Creek. Barlow-Oak Grove Road—Open and in good condition Portland to Rhododendron. Passable Rhododendron to Government camp. Closed by snow and wind falls between Government camp and forks of road near Clear Lake. Open but rough Clear Lake to Cedar Burn. Good condition Cedar Burn to Wapinitia.

EASTERN OREGON.

Sparta-East Eagle Park—Open and in good condition entire route. Baker-Cornucopia—Open and in good condition. Baker-Frairie City—Open and passable for all vehicles but in poor condition. Milton-Tollgate—Open and in good condition between Milton and Swing Hill. Closed by snow beyond Swing Hill. No detour possible. Hardman-Spray—Open and passable for machines, entire route. Prineville-Mitchell—Passable between Ochoco station and Wheeler-Crook county line. Open and excellent condition between county line and Beaver Ranger station. Closed through Bridge Creek canyon, but passage may be made by detour through Meyers canyon. Should be open now.

WASHINGTON ROADS.

Western Washington. Cascade Scenic Highway—Open

from coast towns to Sultan; closed between Sultan and Tye for construction work; detour impossible.

Sunset Highway—Open and in good condition from Seattle to Snoqualmie Pass to Lake Keeseeus. Good condition Lake Keeseeus to Easton and Cle Elum. Mud holes near the Pass are drying rapidly and road should be in good condition entire distance soon. 60 miles out of Seattle on this highway is the Denay Creek camp grounds where the Forest Service maintains a free camp and picnic grounds equipped for the use of the public. Arlington-Derrington Road—Road is open and in good condition Arlington to Fortson. Fair condition Fortson to Darrington. Olympic Highway—Open and in good condition between Olympia and Spirit Lake. Open and in fair condition Discovery Bay to Olipian. Good condition Fairholm to Mora and Forks.

EASTERN WASHINGTON.

State Road No. 4—Open and in fair condition between Republic and Tonasket. Blewett Pass Highway—Open and in good condition Cle Elum to Wenatchee. State Road No. 10—Open and in good condition Entiat to Pateros. Cle Elum and Eastern County Road—Open and in good condition. State Road No. 8—Open and in fair condition between Crescent and Western boundary of Skamania county. This is an earth road, surfaced a portion of the way with gravel.

OBITUARY NOTICE

Mrs. Catherine Steinbach, died of paralysis, June 11, 1918, at the family residence north of Aurora. The deceased was born in Columbia county, Ohio, in 1834. She, with her family, came to Oregon as a member of the Aurora colony, 1875. Mrs. Steinbach had many friends and was respected and honored by all who knew her. She leaves to mourn her death five children: J. A. Steinbach of Hillsdale, Wm. Steinbach, Mrs. Kate Becke, Mary Ann Steinbach and Mrs. Sophia Keil all of Aurora; one sister, Mrs. Emma Fitch of Bethel, Mo., four brothers, John Milroy of Navinger, Mo., Wm. Milroy of Aurora, Henry Milroy of Portland and Frederick Milroy of Greenacres, Mo.; three grandchildren, Mrs. Nunda Brown of Beaverton, Ernest Becke and Paloma Keil of Aurora; two great grandchildren, Marvel and Harold Brown of Beaverton.—Aurora Observer.

Trousersettes may soon become quite fashionable not only for golf but for the more substantial things of life such as berry picking, outings and even housecleaning. Just at present they are to be seen mostly in the store display windows made of khaki and of ginghams, but as events are moving along pretty fast, an authority on the situation predicts that trousersettes, after the berry and outing season, may creep into town and soon become quite "au fait" for tennis and golfing and also for real work.

"The Deserter" A Second-Lieutenant Tells How He Became Disgusted With the "High Command's" Brutality

Hun Fleet Is Preparing For The Final Desperate Dash

(The author of these series, a "Deserter," a Second-Lieutenant in the German Navy has escaped from Heligoland and now is in Holland, and from Amsterdam sends his thrilling accounts of what is going on behind the curtain at naval bases on the North Sea. In this instalment he states how the Germans combined sea forces will soon make a desperate dash with a view of landing an army on the English Coast and attempting to get through the Allied naval cordon a fleet of swift cruisers. On reaching the Atlantic these would raise havoc with the Allied merchant ships. In the next instalment he will tell how he, himself, was sent to a punishment camp at Williamsam and how later he was transferred to Heligoland.)

By the Second-Lieut. Herman Hadler. (Until recently an officer in the German Naval Station who HAS DESERTED and is now in Holland.)

Before many months the German High Sea Fleet will come out. Germany's combined sea power will come out with a fury, beside which the fury with which her armies are now fighting in the western zone, will pale. When that day comes every available vessel from the mine-laying submarine to the dreadnaughts, will make one gigantic dash. The fleet that sallies forth to sea will be composed of every available vessel that can float. The object of this desperate dash—which every German naval officer admits is a foregone conclusion—is to reach, first the Atlantic Ocean, and then to spread all over the world in a last, desperate, ruthless campaign, that, should they succeed, will make the submarine ruthlessness hitherto practiced by our high command look like a child's play.

Since the Jutland battle every dock and shipbuilding plant at Wilhelmshaven, Cuxhaven, Bremenshaven and Kiel have been intensely busy building, repairing and overhauling vessels of war for the purpose of making this coming supreme dash to the open sea a great success and a victory.

Kiel Canal Guarded. During the last three months before I left Heligoland the Kiel Canal was being guarded, and no civilian was permitted within two miles of the entire length of the famous water-way. Every available war vessel and naval transport has been transferred, through the Kiel Canal to the three great naval bases—Wilhelmshaven, Cuxhaven and Bremenshaven. For six weeks our combined fleets went through repeated series of maneuvers.

It is not a secret from even the lowest grade of our naval officers that the attempt to gain the open ocean has two principal objects in view. While the first object is to reach the Atlantic Ocean, the other, and more sinister object, is to land an army on an English coast. Where the landing will be is only known to the highest naval officers but the fact that there will be a serious attempt to land a huge army in England is no secret from the rest of us.

During the early days of the month of March two maneuvers were made in which hundreds of war vessels took part in addition to 200 naval transports.

To Invade London. On board the 200 naval transports an army of 400,000 picked troops with their light equipment and 5,000 machine guns were to be risked to make a dash to the English coast while the naval battle raged in the North Sea. It was reckoned that even if half of these naval transports reached their objective and successfully landed an army of 200,000 picked men at a certain English coast it would quickly invade great tracts of land and within five days reach London.

Behind these 200 naval transports more than thirty other ships, loaded with munitions and heavy artillery, were stationed. As I have already stated, the maneuvers were repeated and in each became evident that although it was possible to rush a certain number of swift cruisers through the North Sea and round the Scottish coast, even with the most favorable turn of the battle no more than five per cent of the troops and munition-laden naval transports could reach the vicinity of the English coast.

How the Plan Fell Through. It was then decided that the 200,000 men reaching the English Coast would not be a match against the defense bodies that could be brought by the English to any threatened point. For that reason it was decided that the troop-ships as well as the munition ships will be loaded and will await the turn of the coming North Sea battle. These will not be risked until in the judgment of the higher command during a certain period of the coming battle it would be profitable or wise to order the westward march of the awaiting transports.

The joy of feeling fit and fresh rewards those who heed the laws of health, and keep the habits regular with

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America's Entrance Changes Hun Invasion Plan.

Before the entrance of America into the war it was calculated that powerful as the combined Allied fleets might be in the North Sea area, such a dash would permit at least a dozen of our swift cruisers getting out into the Atlantic. Once in the Atlantic these would not only raise havoc with the allied merchant marine, but could easily capture naval stations in the West Indies and within two months hit up hundreds of our enemies' merchant vessels as raiders. It was common talk among the naval officers at Heligoland that ten swift cruisers reaching the Atlantic would bring Mexico and many other South American countries onto our side.

But America's entrance into the war disarranged our original plan. It was reasoned that during the anticipated sea battle even should ten of our powerful and swift cruisers be able, to rush through the double or triple cordon of the Anglo-French fleets, and gain the North-Western coast of Scotland, since America's entrance into the war, another cordon of American war ships would be encountered in the vicinity of the North of Ireland. After having engaged in a heavy battle in the North Sea against England's great armada, and after having traversed great areas our escaped swift cruiser fleet would not be in a position to give battle to the fresh American fleet so near the Irish base.

German Fleet Will Come Out Just the Same.

But nevertheless, the attempts will be made. They plan to carry on the battle towards the coast of Scotland and after having crippled the British fleet then to turn to the west in full force and give battle to the Americans and during this last stage of the struggle to make the dash for the Atlantic. I have been told by several Dutch officers that such an attempt on the part of the German High command would be equal to sheer suicide. But to the average officer of our navy the adventure is fraught with possibilities of winning a stupendous victory over the British sea might.

Whenever I discussed this subject with the naval officers of Holland and several times with interned British officers, they agreed with me that Germany might make a last, desperate dash to the Atlantic, but could not see what the German High command could expect in the shape of compensation out of such a risky proposition.

A Still Greater Reason.

Few people outside our naval circles understand that there is still a greater reason than the two reasons I have already mentioned for the coming dash of our armada—the reaching the Atlantic and the landing of a large force on the English soil. The other, which is more important is political.

The real reason that forced our command to cause the Jutland battle was the same. The moral of our naval forces stationed at our five great bases—Wilhelmshaven, Cuxhaven, Bremenshaven and Kiel—is the sure process of deterioration. It is no secret to our circles that our Admiralty is distrustful of our naval personnel.

During the last two years and a half it was found necessary at intervals to shift the crews manning our war vessels for the purpose of making them strangers to each other. But do not misunderstand me. The discontent is not shared by large numbers of the crew and there are very few among the officers who are inclined to find fault with the government. It is among the common seamen that Bolshevism prevails, and even then they are not aggressive. With few exceptions the discontented are cowardly and at the most the danger from them is their passiveness.

"Germans" in German Rank.

About a year ago, and especially after the Jutland battle, large numbers of raw recruits were brought into the ranks to take the place of the heavy casualties suffered by us during that sea struggle. These were the real men who brought the germ of insubordination. In a short time and before the authorities had time to make provisions against their propaganda, many secret societies were formed, but the constant withdrawing of numbers from one base or war vessel to another rendered any anticipated danger from their activities futile. Later, for a short time, our Admiralty grew so suspicious of the small discontented element that most of the crews that manned our war vessels were kept a great part of the time in barracks on shore. For a long time it was the rule of the Admiralty to make land soldiers of marines or ship crews whenever they fell under suspicion. Even at this date the numbers of the discontented are comparatively small, but every day of inaction is rapidly adding to their numbers.

And Still Another Reason.

There is still another reason why our fleet will come out and give battle in the North Sea in the very near future. Until Russia's collapse we had withdrawn men and heavy and light guns from our fleet in order that we could collect enough land armament to use against the Anglo-French forces in the west. Since the collapse of Russia, in addition to what we have taken from the Russians we were enabled to transfer our men and munitions from that front to the west. Naturally we can now afford to spare these in attempting the mightiest sea battle that our higher command has ever waged against the Allies in the North Sea in the near future.

A Peep Behind the Curtain.

Now that I have stated that our navy will come out and why she will come out for battle, let me take my readers behind the scenes at Kiel, Bremenshaven,

Cuxhaven, Wilhelmshaven and above all Heligoland. Since the first day of the war I have been at these places on many occasions and it would take several volumes if I should attempt to write about all my experiences and observations.

During our recent Russian naval campaign I was attached at Holtenau. I had just ended a four months submarine service in the Baltic. Earlier in the war I saw submarine service, in the North Sea, and compared with that service in the Baltic it is like a pleasure trip. Yet at the end of that period I became such a physical wreck that along with nearly a hundred other men, officers and crew, I was landed at Holtenau and after three weeks of hospital treatment, not having sufficiently recuperated, I was commissioned to train new recruits for our submarines.

Early in the war the recruits to this service were more than we could take care of, but as the months passed the volunteers no longer came forward and on the tenth month of the war it was decided to conscript men from our fleet. Submarine Service Unpopular.

During my commission to train crews for our submarine service I found every conscript of the fifty men under my command was an unwilling candidate. From the beginning I realized that my task was a hopeless one. I found my men so disinclined to serve in the submarines that unless they were constantly watched they were purposely making themselves unfit for the service. They stopped at nothing. Causing blood-poisoning in the fingers of their right hands, feigning insanity, damaging their eyesight by secreting tobacco under the lids and stuffing their ears with gummy substances for the purpose of affecting their hearing senses—primarily essential for every undersea crew—are among the many methods by which candidates were rendering themselves unfit for the service.

Reprimanded for Being "Soft-Hearted."

At Holtenau I was serving in the rank of a second-lieutenant and at the end of the fourth week of my commission I was removed as punishment for having been lax in my duty. My superior officer unburended himself of a stern reprimand and told me that I was too soft hearted and unfit to further serve the Fatherland in that capacity. I admitted that I could not be as harsh as he with my men as my other brother-officers were and I welcomed the change. I agreed with him that I was soft-hearted and in the mean time, I called his attention to the fact that both in land and sea battles I had received injuries as well as medals. My superior officer, whereupon, informed me in a sarcastic tone that I was better obeying their commanding.

It was then that the great transfer of our navy vessels from the Baltic Sea to Heligoland, through the Kiel canal had begun and on board the new Kaiserin I received my new commission as a second-lieutenant.

Game of Changing the Name of War Vessels.

Incidentally let me remark here that during the last three years or so our higher command has repeatedly renamed our war vessels, and have also given the same name sometimes to no less than five different crafts of entirely different types and displacements. The object is not only to confuse our enemies but it is also to confuse our own personnel. It is intended that with the exception of the very highest naval officers no one should have a definite idea about our naval groups. This method of changing the names of the war vessels so frequently has, of course, been fraught with difficulties. Ever insignia, designating the name of each ship has been carefully removed. In the interior of each ship name plates on various armaments and pieces of furniture, which were of course made of either copper or brass were taken and had become a recognized war necessity.

Hun's Disgust of Hun.

As to the linen and other furnishings of each ship it is a chaotic state. For instance, on board the Kaiserin I had napkins that had served on board different ships, my blanket was marked "Markgraf," my bed linen "Lothringen" while my pillows bore the lettering of the "Nassau."

At Friedrichsort the Kaiserin stood to the Northeast in order to receive a high admiralty official who had been on a visit to the Fort Herwarth, fort 1 and 2, which command the narrow passage of the canal below Kiel. Naturally a group of officers stood in salute to receive the high admiralty officer and no sooner was this ceremony over than I suddenly noticed that a group of perhaps ten or twelve men, one of whom I distinctly saw in a naval uniform, were being marched out of the vessel to the landing facing fort 2. I was naturally curious as to the meaning of this procession. A few hours later I learnt that these men had taken part in a mutiny that took place at Kiel ten days before. The ringleaders, nearly fifty of the crew were court-martialled and ten of them, including an officer were condemned to death. They were brought over to Friedrichsort there to be shot. Strange as it may seem to my readers, what amazed me the most was that only ten of them had been condemned to death.

notwithstanding the fact that fifty persons had taken part in the mutiny. And what angered me the most was that while the court-martial had condemned fifty participants to death a certain ten were selected to be made an example of.

Attempt to Block Kiev Canal. A few miles further west passing Fort Unter-Jagersburg we received a signal to again stop where we took on board other naval officers who were assigned to other vessels at western bases. From one of these officers I learned that two weeks earlier a serious attempt had been made to block the canal between the Battery Corner on the right and Fort Hindendorp which protects the narrow path on the left. A Danish steamer which ostensibly carried flour for us had been made to sink under suspicious circumstances. Although it is a fact that a vessel had sunk in the narrow path, it can not be true that it was a Danish steamer. More probably it was one of our naval transports that was either sunk through an accident or was sunk treacherously by its crew.

Nevertheless our authorities were utilizing this incident to create a keen feeling of animosity followed with anger against Denmark. The admiralty, especially since the last three or four months is making every attempt to justify their acts against our little northern neighbor. Such accumulated animosity would be available in suddenly attacking her, should the admiralty in the future find it necessary to do so for any military advantage.

Assigned to Punishment Camp.

At Brunsbuttel where the Kiel canal joins the River Elbe, my commanding officer informed me that I was assigned to shore duty at Cuxhaven. On the following day, in company with about twenty other officers I boarded the destroyer No. 51, and reached Fort Kugelbake which stands about five miles to the west of Cuxhaven. On landing I met an old comrade who in a very few words gave me an idea of what sort of a place I was about to reach and to what a horrible commission I was assigned.

Three hours later I learnt that the commission was to take charge of the punishment barracks in which there were more than 80 offenders against discipline. Immediately I sought an interview with the commandant and informed him in terms unmistakable that I was unfit for such a task. "Notwithstanding your own opinion of your fitness or unfitness you shall obey orders," shouted the commandant heartlessly.

For Two Weeks I was the nominal officer of rank of the punishment barracks.

In those two weeks I convinced myself that we Germans had become incurable barbarians. I reasoned that a system that could make me treat Germans, our own people, so brutally was also capable of making us do what our enemies and neutrals had accused us of doing at Belgium and other invaded territories.

Victims Went Insane.

With the exception of fifteen or twenty offenders at this barracks the rest were being punished for having taken part in spreading propaganda against the government. The regulation treatment schedule was too harsh for me to follow or acquiesce in. After many attempts I tried to harden myself to administer punishment; but at sight of the unspeakable misery of the victims I nearly fainted. I learned that my four predecessors had gone mad while at that post. As the days passed I began to doubt my own sanity. And again I learned that three other officers in charge of the barracks had been systematically shot in the back.

Some of these victims were condemned to from five to thirty lashes on the bare back at intervals of three or four days each. But in every case the victims either went insane or died after the first two or three punishments. There are other methods of punishment which I dare not print for fear of offending the soul of my readers.

But the German is Different.

What brutalized us Germans still more and embittered every heart, that beheld these inhuman punishments was that while a group of unfortunate received their punishments a company of men, sometimes numbering from 200 to 600, were always lined up to witness the horrible scene. When I mentioned this to several Dutch officers they wondered why the German admiralty was so devoid of sense not to know that such scenes would embitter loyal soldiers and make them enemies of the authorities. My Dutch friends are speaking from their knowledge of their own people. It is not true with our men. They have learned to live from day to day in constant terror of their superiors and the spirit of resentment has been crushed long ago.

(To be continued.)

A letter from Lieutenant Rauch received in Salem a few days ago said four companies of his regiment, his among them, would leave Camp Lewis Wednesday night for the east. While there has been a number sent east from the camp recently these, four companies were selected for special service, going over the Canadian Pacific and giving exhibition drills at points along the route. The idea is to awake enthusiasm and encourage enlistments among the Canadians. This Lieutenant Rauch has been selected for this service is a high compliment, and indicates that his and the other four companies excel in drill. As many stops will be made the trip may require a couple of weeks.

In these days of high prices it seems hardly possible that at one time the free lunch was an actuality. Happy days.

save

that Shovelful of Coal a day for Uncle Sam