

Says Wilson Conceded Rigid War Censorship To Save European Allies From Downfall

Charles H. Grasty, Noted War Correspondent of New York Times, Tells That While Restrictions on Publicity Were Paralyzing to English-Speaking Countries, They Were Necessary To Save Shell-Shocked Nations From Demoralization.

(Mr. Grasty who is treasurer of the New York Times, for many years editor and publisher of the Baltimore Sun, returned from Europe recently with President Wilson's party, after having achieved an international reputation as a brilliant writer and interpreter of events during four years' service as a war correspondent, was asked by Editor and Publisher to relate some of his experiences in the war zone and at the Peace Conference, of particular interest to our readers. Here follows his reply, illuminating not only as regards the censorship but the personalities of the leaders on whom depended the fate of the Allies' cause, the staunch support given the President's war policies by Viscount Northcliffe, social unrest in Great Britain, and other matters of keen, present interest to the press of the United States.—Editor's Note.)

By Charles H. Grasty. You ask me for my most interesting experiences with American soldiers. I went over on the boat with General Pershing and saw him deliver to the almost exhausted French the American message of comradeship and hope. I watched him develop step by step into a great force—perhaps the greatest single personal force in the war. He is a typical, fearless, aggressive, patri-

otic American. It is no reflection on the other participants to say that the war couldn't have been won without North American aid (always include the Canadians with the North Americans. They belong there, and Currie was one of the greatest generals in the war.) "Best Soldiers in Europe." But even above my experiences with the generals whom I admired so much, I put my experiences with the soldiers, I saw the first of them land at St. Nazaire on June 28, 1917. They were raw material then. I saw the 10th Infantry march through Paris on the following 4th of July. They were splendid fellows, but still raw material I saw them in training around Gondrecourt and there was not much difference. But they were coming. Their full lifting power was shown at Cantigny on May 28, 1918, just in time for the Marne, and from then on they were the best soldiers in Europe. Once some of them not good, they all responded to that spirit of competition characteristic of North America. A few weeks ago, at the Pershing Stadium in Paris, I saw a picked battalion of American soldiers that outclassed any I had ever seen. And when I spoke to General Pershing about them, he said: "I have just finished reviewing 1,800,000 American soldiers. No one ev-

er doubted the high qualities of American youth as human beings; I want to speak of them as soldiers. I don't believe such soldiers ever existed before. "Mind, I am speaking as a West Pointer. At the end of the war, the American army had so many corps d'elite that it was difficult to count them." I had a chance to talk with Marshal Foch several times. He always said that the best that could be done was to hold the Americans. He made good in that forecast. The French Leaders. Marshal Joffre, whom I interviewed, impressed me as a great philosopher and thinker whose moral and intellectual leadership brought out the best qualities in the French. Clemenceau is a great character, made to order for the last quarter of an hour as Joffre was for the first. I admired Paul Painleve, who fell, partly at least, because he was a mathematician and not an orator. I happened to be with him at the War Office when he made the life-saving decision to take soldiers from his already thin front and send them to Italy. I went with them, and never was demoralized and consternation tranquillized by such a comparatively small force as by them after Caporetto. It was Painleve who put in that great general, Petaia, after the failure of the Nivelle offensive in April, 1917, when the army was almost in a state of mutiny and the French civilian morale at low water mark. Petaia brought the army back. I was much at Versailles during the fight to put a generalissimo in command. The support of that fight by Lloyd George against natural, narrow, home opposition is a thing that must always be remembered in his favor, but Wilson's support, though easier to give, must be acknowledged as the chief factor. How Wilson Aided. General Bliss co-operated with extraordinary ability, and perhaps he, too, was necessary to the success of the effort. One doesn't know where to stop in

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***** CONDITION OF ROADS IN WESTERN OREGON *****
Santiam Wagon Road: Open and in fair condition between Foster and summit of Cascade mountains. Several machines have crossed the Cascades into eastern Oregon this season via this route.
McKenzie Highway: Open and in good condition, Eugene to Blue river; fair condition through McKenzie Pass to Sisters.
Willamette: Open for machines between Eugene and Rigdon. Passable for wagons across summit. In fair condition.
Barlow: Open between Sandy and Wapinitia. In good condition, Sandy to Twinbridges; poor, Twinbridges to Clear creek; fair, Clear creek to Wapinitia.
Eugene-Florence: Open and in permanent summer condition, entire route.
Medford-Klamath Falls: Open and in fair condition, entire length. Automobiles can get to Crater Lake.
Anna Creek: Open and in fair condition.
Crescent City-Brookings: Open and in fair condition, Crescent City to Brookings; some rough places.
Grants Pass-Crescent City: Open and in fair condition between Grants Pass and Crescent City. Rough on Oregon Mountain, and from there to Waldo, California side in good condition.
Waldport-Alice: Open entire length and in passable condition for summer travel. The road south from Waldport via Yahats and Cape Perpetua to Ten Mile creek is open and in permanent summer condition.
Riddle-Tiller: Open and in good condition for entire length.
Cottage Grove-Disston: Open and in good condition between Cottage Grove and the Pushton ranch. Closed for autos between this point and Bohemia.
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Many Conditions Enter Into Problem of Putting Industry On Stable Basis, Says Clews

New York, Aug. 1.—There are not a few difficult problems ahead which tend to sober the excessive optimism developed since the war closed. Much attention is centered upon the labor movement, the demands for higher wages and shorter hours, the frequency of strikes and the outlook for the continuance of this movement. Capital is not unympathetic with the desire of labor to improve its position, but appreciates the consequences of shortened production and what will happen when the upward movement is checked by exhausting buying power. Capital and labor alike are demanding higher wages to meet rising costs, and both are likely to demand still more as long as the public will pay, or until abundance takes the place of scarcity, which as a matter of fact is the only real cure. That, of course, means work, and more work. Heavy Load Upon Money Market. The monetary outlook is also a source of decided perplexity. While banking resources have grown enormously, credit has also been greatly inflated, and the demand for money is growing fast in all directions. The amount of money in circulation July 1, was \$5,812,000,000 compared with \$5,385,000,000 a year ago and the circulation per capita now being \$54.28, as against \$50.86 at the same time last year. The total deposits of the national banks, according to the last available statement, were \$15,903,000,000, an increase of \$1,518,000,000 in 13 months, while loans and discounts increased in the same period \$944,000,000. Taxation continues to draw enormous sums from productive activity, and there are no signs of relief from this burden, the government still being the most influential factor in the money market. Next come trade requirements, which owing to an extraordinary profitable harvest will be exceedingly heavy during the approaching autumn and winter months. The larger volume of trade and the high level of values com-

lined will put a much heavier load upon the banks than ever before. Other Pressing Demands. Another financial problem of great importance is the granting of foreign credits, which are absolutely imperative for the continuance of our export trade. Government aid in this direction has been about exhausted, but local bankers are carefully devising plans for meeting this situation which will probably be shortly announced. Foreign exchange was strengthened considerably by hope that some stabilization would soon be established. The restoration of Europe and the future of our foreign trade must largely depend upon some such successful action, and it is fortunate that the problem is to be left to private initiative rather than to government enterprise. Finally there are the requirements of home business, which are last, but not least. Home enterprise has been deferred for several years, and there is a heavy accumulation of new ventures as demonstrated by the number of new capital issues. In the United States these amounted to \$1,183,892,000, from January 1 to July 1, as against \$89,422,000 at the same time last year. In Great Britain the new commitments reported were about \$360,000,000, compared with \$55,000,000 in 1917, for the first six months of the calendar year. Revival of home enterprise alone will require enormous sums of money, especially for railroads, shipbuilding and structural work. The principal cities report \$320,000,000 of building permits for the first five months of this year, compared with \$200,000,000 a year ago. The United States is also building about 75 per cent of the new ship tonnage under construction. Ordinarily business requirements are somewhat elastic, but so less insistent than those above mentioned. This year they will surpass all records.
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A Nation-Wide Battery Service With Local Headquarters at We Sell the "Exide" Battery because we know that it is a quality product in every sense of the word. We know that the thirty-one years of specialized storage battery building experience that is built into it is a guarantee that its design and construction are right. We know that "Exide" has made "A Sure Start Assured" an accomplished fact for hundreds of thousands of car owners the country over, and that it will do the same for you. We Offer "Exide" Battery Service to all car owners because all car owners will find it a truly dependable and economical service designed to promote longer battery life and better battery performance. "Exide" Service includes the testing, repairing and recharging of all makes of starting batteries; it provides for every individual need of every individual user of a starting battery. "Exide" SERVICE IS ALWAYS AVAILABLE GET ACQUAINTED WITH IT TODAY Starter Service—Battery Service R. D. BARTON 171 South Commercial St. "There's an "Exide" Battery for every car"

THE SATURDAY EVENING POST THE EXIDE BATTERY SERVICE IS NATION-WIDE THE EXIDE BATTERY SERVICE IS NATION-WIDE THE EXIDE BATTERY SERVICE IS NATION-WIDE

Preparedness for U. S. Particularly, we must have just as big a navy as they or anybody else has. We owe that to our self-respect, as well as to our coast line. They must scale down or we scale up. Without naval equality this foolish old world won't pay much attention to our desire for justice and peace. The kind of altruism which the old world sings about is altruism with a kick in it. Good advice without a navy is mere impudence. We must offend our European friends in this way. Then we must have universal military training and service, not only as a protective peace measure but as a measure to promote American citizenship and reserve the spirit of American nationalism—the real victory won by us for ourselves in this war. Favors League of Nations. I began last autumn by being for these things only, and against the League of Nations, but I have been drawn toward the broad view. I want to see America go out into the world and help, not so much for the others as for ourselves. That's the way to keep ourselves alive. There have been nations almost as great as we. Most of them died from the ingrowing and down-breeding effects of narrow selfishness. Let's be game in this country to try the other plan under the enlightenment and safe leadership of the man who is today everywhere recognized as the world's leader—Mr. Wilson. WOODBURN DOCTOR ILL. Dr. L. W. Guis was taken ill the latter part of last week and his sons, S. I. and John D., and daughter, Mrs. Arthur Begner, came up from Portland to see him. S. I. Guis remained over until Monday when he accompanied his father to Portland for treatment. Accompanying those from Portland were Mrs. John Guis and Mr. Begner. They were guests at the home of their brother, R. L. Guis, and wife.—Independent.

Announcement of New Management Geo. E. Halvorsen & Co. have taken over the Marion Garage and will do a general garage business. We are agents for the Oldsmobile and Franklin automobiles. Also will have full line of parts, supplies and repair shop. Service with a smile is our motto. We solicit your patronage by business methods. MARION GARAGE GEO. E. HALVORSEN, Mgr. 233-236 S. Commercial St. Phone 362

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