Heavy Losses to Both Sides Are Indicated in Reports From Battle Fronts.

MOVE AGAINST METZ FAILS

Hand-to-Hand Encounters Continue With Fury in Alsace, While High Water Prevents Military Operations in Southern Part.

LONDON, Jan. 22,-Renewal of the attack near Ypres, where the Germans cessfully repulsed in Novem ber, is indicated in a statement giver out tonight by the French War Office, which adds that the Kaiser's forces have made flerce attacks in the Ar-sonne, all of which failed to dislodge the Frenchmen.

On the other hand the Germans have repulsed the French offensive against the line of communications with Metz, according to a German report.

Heavy losses have been inflicted on both sides.

The battle in Alsen

The battle in Alsace has been reduced to a furious hand-to-hand struggle, the dispatches say, while floods hamper operations in the southern

Around Nieuport a fairly steady bat-tle has progressed for three days, says a dispatch from Amsterdam.

Germans Attack Near Ypres. The following official communication

tonight:
"To the south of Ypres the enemy has been more active than previously. Last night there was some rifle and cannon

"In the region of the Wood of St. Mard we silenced a German battery.
"In the Argonne some florce attacks have taken place near Fontaine Madame at a field work called Marie Therese and to the south of Fontaine Jamiette. At Fontaine Madame we repulsed the enemy after two vigorous counter attacks. At the Marie Therese work the fighting went on throughout the day. It was conducted with extreme energy

It was conducted with extreme energy by both sides. When night came we were holding all our positions.

"Some night attacks attempted by the enemy in the region of the Hartman Wellerkopf Hills did not succeed. According to the latest reports the fighting still was going on there."

The French official report issued to-day is as follows:

"In Belgium, the enemy vasterday."

"In Belgium, the enemy yesterday "In Belgium, the enemy yesterday bombarded Nieuport with a fair degree of violence. Our infantry made some slight progress to the east of Lom-bactizyde Highway. Between Ypres and the Oise successful operations on the part of our artillery against field works, batteries and detachments of infantry of the enemy took place yes-terday.

Lost Trench Recaptured.

"From the Olse to the Argonne:
"The situation in the vicinity of Soissons shows no change. Near Berry-au-Bac, a trench which we were compelled to evacuate following a violent bombardment was recaptured by us. In the region of Perthes the enemy delivered an attack during the night of

delivered an attack during the night of January 20-21 at a point northwest of Beausejour, but without success.

"Between the Meuse and the Moselle: To the southeast of St. Mihiei, in the Forest of Apremont, an exceedingly violent bembardment made it impossible for us to resin the German.

Mount Schlucht there has been an ar-tillery engazement, in which the Ger-man batteries were reduced to silence. "In Alsace the infantry fighting in the region of Hartmann and Weller-wopf is going on with great ferocity. The struggle is actually hand to hand. "In front of Dannemarie our artil-lery dispersed gatherings of the enemy."

a patronage broker who deals in smail jobs as well as big ones, failed to rattle the premier of the Cabinet, and evidently failed to discredit Mr. Bryan with the President.

Secretary Bryan has been recognized from the beginning of the Administration as a patronage broker. No sooner had he been installed in the State Department than he began securing good jobs for loval 'Bryan Democrats,' and never has he neglected an opportunity to bestow Federal offices on those who have been loyal to him through all the years he has been looking toward the White House.

During the past two years, when the State Department has been overburdened with highly important work, Secretary Bryan has always found time to "talk patronage" and to find jobs for Democrats he deemed worthy of reward. His one regret has been that there have not been enough jobs to go around. Secretary Bryan has not been content to fill positions in his own department, but has reached out, and, with the co-operation of the President, has dictated appointments in other departments, sometimes to the chagrin of his fellow Cabinet officers. Next to his Chautauqua lectures, Secretary Bryan has treated patronage as the most important problem demanding his attention.

After all that has gone before, it is not to be presumed that the President will use the Vick letter as the basis for

After all that has gone before, it is not to be presumed that the President will use the Vick letter as the basis for

not to be presumed that the President will use the Vick letter as the basis for the demand for Secretary Bryan's resignation. The President was not at all disturbed when Secretary Bryan frankly announced that he could not live on the official salary, \$12.900 a year, and needed the income from his Chautauqua lectures to meet his expenses. Nor was the President concerned when Secretary Bryan repeatedly deserted his desk in the State Department, ignored the calls of diplomats and shoved aside the myriad of Mexican problems to fill his Chautauqua dates.

The President has encouraged Secretary Bryan in his effort to weed out of the public service as many Republicans as possible to make room for Democrats. The President in fact, approved the action of the Postmaster-General in virtually nullifying the civil service law as it applies to postmasters.

EIGHT OTHERS OF SAN DIEGO CREW ARE INJURED.

Explosion Off West Coast of Mexico Occurs on Pacific Fleet Flagship at End of Steaming Test.

WASHINGTON, Jan. 22 .- An explo ion on board the United States cruiser San Diego yesterday caused the death of five members of the crew and in-

cruiser finished a four-hour steaming test. The vessel put in at Guaymas after the blowout. Admiral Howard has ordered an in-

Admiral Howard has ordered an investigation. He says the blowout was due to low water.

The dead are:
George Ohm, Gutan, Neb.; Oscar J.
Wyatt, El Centro, Cal.; Ambus J. Hardee, Joplin, Mo.; William F. Elliott, Brooklyn, N. Y.; Clifford A. Western, Davenport, Cal.
All were firemen.
The injured:
Benjamin H. Tucker, R. B. Glidden, Darrell L. Varnado, William H. Miller, Ernest A. Lewith, Charles W. Peterson, firemen; Emanuel A. Shappi, seaman, and Patrick A. Merriman, coalpasser.

TWO OF CREW KNOWN HERE

Mr. Shurz is the son-in-law of Mrs. S. W. White, of 6137 Forty-third avenue Southeast, and Mrs. Shurz is making Portland her home until Mr. Shurz is assigned to a new station. Mrs. Shurz received a letter from Mr. Shurz only yesterday. The letter had been mailed at sea just after the San Diego had left the San Diego Exposition.

ered debate between James J. Hill, of Paul, Secretary of Commerce Redfield and Welding Ring, a shipper and shipowner of New York, developed at the National Foreign Trade Convention

here today.

Mr. Hill was not present, but a paper which he had prepared was read and this drew forth a reply from Secretary Redfield in defense of the plan for Government-owned steamships.

Mr. Hill said that American cost of ship construction is from 50 to 100 percent higher than that abroad, and, according to a reported statement of Captain Robert Dollar, who operated ships in both domestic and foreign trade, it costs about \$17,236 more a year to operate a ship of 3000 tons under the American flag than under the British flag. He continued:

flag. He continued: There are but two resources: one merchant marine owned and operated by the Government; the other, a mer-chant marine provided by and for the

Experienced Declared Disastrous. "The former, just now urgently advocated, is an unwise, and would be certainly a disastrous experiment. Aside from the complications, almost certain to drag us sooner or later into the European conflict, owing to the uncertain and conflict, owing to the uncertain and conflict.

the European conflict, owing to the uncertain and conflicting claims of national neutrality, this policy would be followed by the total destruction of the private shipping interest. Private enterprise cannot possibly compete with a government which pays no interest on the coat of its ships and throws aside consideration of profit and loss. "What is the prospect, in this case, of economica," management, and of those lower rates which the advocates of the plan hold out as a bait for its adoption? We have an exact measure

of the plan hold out as a balt for his adoption? We have an exact measure of the fuct in some comparative railroad statistics. The Panama Railway is entirely owned and operated by the United States Like most affairs on the Isthmus, it has been hundled by honest and competent men in their several lines. We have its official report for and competent men in their several lines. We have its official report for the year ended June 30, 1513, to be compared with the statistics of all the rallways of the United States for the same period. The rate on the Panama line was 3.48 cents per ton per mile, as against .7268 of a cent for all the railways of the United States. That is, the Government rate was almost five times the rate made by private enterprise over the entire country."

English and French Ships Offered.

English and French Ships Offered. English and French Ships Offered.
Secretary Redfield replied to the paper of Mr. Hill, which, he said, was based on surmises and not facts.
"What does it mean," he said, "to speak of the complications almost certain to drag us, sooner or later, into the European conflict? It has been advertises all over America that there would be trouble if the Government bought German ships.

"I have here an offer to sell the Government 12 large English ships, available immediately. Did anybody

fine of the with great fereetty ruggle is actually hand to hand front of Dammerate our articles of the property of the propert required with beavy losses to the same required with beavy losses to the dargerous ditter and surroup French attack on the reason.

**Combinated Propositions was required with beavy losses to the dargerous ditter and surroup free and colded with. Yet this absurd titeracy test proposed the same required with beavy losses to the dargerous ditter and are out the honest and hard-working their priority.

BALD JACK IS WITNESS

**Combined Propositions was the percentage of the population of New York, also proposed the same required by every practical man in the strong percent of the proposed the same required by every practical man in the strong percent of the proposed the same required by every practical man in the strong percent of the cuttom of the percentage of the population of New York, also proceed the same and fidavit charging Vick with drugs and the withdrawal of the customs receipts. The proposed the same and fidavit charging Vick with drugs and the withdrawal of the customs receipts from the Barro Nation precents and advisors of the proposed the same and strong percent of the percent of the proposed the same and strong percent of the proposed the same and strong percent of the percent of the percent of the proposed the same and strong percent of the percent

Marine showed me a cablegram tioning the names of steamers that been there from 15 days to a th and a half asking when they

month and a half asking when they would be discharged.

"Now, gentlemen, that all takes up a vast amount of the carrying capacity of the world. How is that vacancy going to be supplied? Mr. Redfield says he knows of steamers that can be bought. I wish he had some chartered, because I would take off his hands five steamers at the present time and pay enormous rates for them if I could get them. I cannot get them.

"Mr. Redfield says the Government can do it. Will a shipowner sell any more readily to our Government than he would to an individual or to a corporation?

Congestion is Only to Europe.

Congestion Is Only to Europe,

Congestion is Only to Europe.

'Now, where is the congestion of freight? The congestion of freight is only to Europe; it does not apply to the other parts of the world. Contrary to the letters Mr. Redfield read here, I want to make the statement that there has been an ampie supply of tonnage ever since the war began for South American ports. Quite a number of steamers have been withdrawn from those lines because of the want of cargo to fill them.

"Now as to these high freight rates: The freight rates they mention are to European ports. 'A gentleman just handed me a statement of a steamer in which he is interested, chartered for European port at an advance of 200 per cent. She went over there and is still there, at an expense of \$400 a day, in addition to which there is the continuance of the war risk insurance and she has got to come home in ballast. That steamer at an advanced rate of 300 per cent will show a loss of \$20,000 when she arrives in New York.

"It is not more boards in Washington that we want, but an opportunity for individual effort to do in this country. I think you will admit that not only in regard to shipping, but in very many other lines."

MYSTERY SURROUNDS DEATH OF JOHN JOHNSON, OF PORTLAND.

Two Shots Heard on Washington County Farm-Body Is Found Beside Log on Which Gun Lies.

HILLSBORO, Or., Jan. 22 .- (Special.

HILLSBORO, Or., Jan. 22.—(Special.)
—John Johnson, of Portland, aged about 50 years, was found dead yesterday afternoon by his brother Albert, between Tuaiatin and Mulloy stations, in the southeastern part of the county, death having resulted from a shotsun wound near the heart.

Johnson had gone to the ranch owned by himself and brother, who is a civitengineer, yesterday morning, making the trip out from Portland. Shortly before noon he took a hammerless shotgun and told his brother that he was going out to kill a bird. A short time afterward the brother and some of the neighbors heard two shots, one closely

Gevernment to Make Munitions.

The House also adopted an amendment by Representative Tavenner, of
following the other. When Johnson did
not return early in the afternoon search
was made, and he was found dead.
Sheriff Reeves went to the scene of
the shooting and found a shotgun wad
30 feet in front of the log on which the
man evidently had been standing. This
indicated that the man had been killed
by the second shot. Johnson had
failen backward from the log, and the
gun, which was a 16-gauge hammerless,
was lying on the log, parallel with it.
The mystery of the affair is whether
the shot was accidental or otherwise.
Johnson has a widow and two children
in Portland. He was a brother of Frank
Johnson has a widow and two children
in Portland. He was a brother of Frank
Johnson, the well-known Portlagd hopboyer.

AMERICAN VESSEL SAILS

(Continued From First Page.)

(Continued From First Page.) itles today in the form of an affidavit by W. T. Brooking, representing the shippers. Mr Lindheim said the ship-

PATRONAGE DEAR TO BRYAN

Opportunity Never Missed to Use Offices as Personal Rewards.

OREGONIAN NEWS BUREAU, Washington Jan. 22.—The publication of the famous Vick letter, which disclosed Secretary of State Bryan in the role of suitable and the public is not be resulted to operate the state of the cargo and the public is invited to attend the lectures, which are given in the Port of London the vice-president of the International Mercan-point from the surface, are allowed the state University and Agricultural College on a millage basis it is presented to the public to do the same thing for the surface of the International Mercan-point from the surface, are allowed the soothing, antiseptic Resinol medications. War and we cannot handle the cargoes.

Cargoes Cainot Be Handled,

"In Havre—I have a cablegram: Send no more steamers to Havre; we have no means of affording them space to discharge their cargo and no means of securing sufficient help to do it. The men have gone to the war'and we cannot handle the cargoes.

Mr. Forbes, of Crock, vigorously opposed the entire bill on the ground that it would eliminate the experiment station.

Mr. Scheubel spoke at length for his bid discharge their cargo and no means of affording them space to discharge their cargo and no means of securing sufficient help to do it. The men have gone to the war'and we cannot handle the cargoes.

Mr. Forbes, of Crock, vigorously opposed the entire bill on the experiment station.

Mr. Scheubel spoke at length for his bid. discussing each item.

Mr. Hare, of Washington County, influence the extrement station.

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The post of cargoes Cainot be extrement station.

The post of cargoes Cainot be extrement station.

The pos

Only \$300,000 Furnished for Aeroplanes, \$50,00 for Armored Motor Car.

\$101,000,000 BILL PASSED

End Put to "Scientific Management' in Shops and Arsenals-Plea Is Made by Maine Member for Better Coast Defense.

WASHINGTON, Jan. 22.-After tw days' debate on the general state of the National defense, the House tonight assed without rollcall the Army appro priation bill, carrying \$101,000,000

Advocates of immediate strengthen-ing of the military establishment fought to the last for additional appropriations, but their efforts met with no encouragement from either Democratic r Republican leaders. The last rollcall, on motion by Representative Gardner, of Massachusetts, to recommit the bill with instructions to report back an amendment carrying \$1,900,000 for aviation was defeated, 253 to 34.

\$300,000 Provided for Aeroplanes. The bill, which carries funds for aintenance of all branches of

The bill, which carries funds for the maintenance of all branches of the Army during the coming fiscal year, includes \$500,000 for the purchase of 25 aeroplanes and \$50,000 for an armored motor car. These items and efforts to add to them, furnished texts for long discussions on the use of the aeroplanes and armored motor car in the European war. The appropriation for the purchase of field artillery material was increased from \$25,000 to \$170,000.

An amendment intreduced by Representative Deltrick, of Massachusetts, and adopted practically without opposition, would prohibit the use of stopwatches and other "speeding up" devices in connection with so-called scientific management systems in Army arsenais and shops. Representatives of union labor have been fighting for this prohibition for several years, and bills similar to the Deltrick amendment and applying to all Government shops. and applying to all Government shops, including Navy-yards, are pending be-fore committees.

and life there worth no more than it is in Belgium today."

Efficiency Not to Be Studied.

The Deitrick amendment to prohibit 'speeding up" of workmen would pro-vide: "Between the Meuse and the Moselle To the southeast of St. Mihiel, in the Forest of Apremont, an exceedingly violent bembardment made it impossible for us to retain the German renches occupied by us yesterday for a distance of 150 yards.

Two Portland Relatives Uneasy for Time Alter Explosion.

Two Portland families awaited devanted a portion of the treaches of La Pretre, the enemy yesterday recaptured a portion of the treaches taken by us January 25, but we are maintaining curselves of the renches taken by us January 25, but we are maintaining curselves and the Portland families awaited the Moselle Information from the accident and the proposal of the proposal





Girls Could All Die, Notice"



Thus spoke hot-cheeked William Sylvester Baxter—the hero of "The Adventures of William Sylvester Baxter"—a series of new

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mail Treaty"-in the February

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HINDUS ASK TO ENLIST

REQUEST IS PUT TO CANADIAN
MINISTER OF MILITIA.

REGIMENT of East Indians in British
Columbia May Be Raised—Third
Army Arrangement Begun.

VANCOUVER, B. C., Jan. 22.—While
General Sam Hughes, Canada's Minis-

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Possesses All Three



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