

BRITISH CAPTURE GERMAN TRENCHES

Sir John French Reports Success on Extreme Left of Line Near Ypres.

SAP ALSO IS DESTROYED

Employment of Large Quantity of Gas Shells Declared to Have Been Feature of Recent Artillery Duels.

LONDON, July 6.—Field Marshal Sir John French, commanding the British expeditionary force in France, today reported that his forces had captured 200 yards of German trench works on the extreme left of the Ypres front. He also announced that 80 Germans were taken prisoner in the engagements. The text of the communication follows:

"July 6.—Since the last report there has been no change in the situation on our front. The fighting has been confined to intermittent artillery duels, the feature of which has been the employment by the enemy of a large quantity of gas shells, particularly in the neighborhood of Ypres. During this period the enemy exploded eight mines at different points on our front without doing any damage."

Sap Blown in by Howitzers.

"On the other hand, on June 30, we blew in 50 yards of the enemy's front line, north of Neuve Chapelle. On the evening of July 1, my troops, supported by a German sap blown in by our howitzer fire and a platoon of infantry advanced to complete its destruction. The few Germans who survived the artillery bombardment were driven out with the bayonet and a machine gun in the sap was found to be destroyed. Our casualties were insignificant and the platoon returned practically intact to its own trenches, having completely succeeded in its mission. A German wireless report of July 5, asserting that they repulsed an attack with sanguinary loss on the Bulding road, presumably was intended to convey the enemy's version of this affair."

Germans Gain and Lose Barricades.

"On the morning of July 5 the Germans rushed a barricade on the Ypres-Roulers Railway, after two hours' artillery bombardment, but a counter-attack by our troops immediately recaptured the position."

"This morning on our extreme left north of Ypres we captured about 200 yards of the enemy's trenches, taking 80 prisoners. The French on our left contributed to the success of this enterprise with the fire of their guns and trench mortars."

ROSEBURG DRY ACT VOID

Court Holds City Has No Jurisdiction in Prohibition Cases.

ROSEBURG, Or., July 6.—(Special.)—Judge J. W. Hamilton decided today that the City of Roseburg had no jurisdiction in prohibition cases. The question arose in the case of the city against the Gray and White saloons. The decision said that local option and prohibition laws are state laws and cannot be enforced by cities unless they have authority provided in the cities' charters. Hence was sentenced in police court March 25 last, a day in jail for carrying liquor on the city streets not in an original package, under a city ordinance passed a short time before.

HALL TURRETS YET STAND

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shells, mostly directed at the cathedral with some of the missiles bound to hit the Cloth Hall. Restoration work which has required had just been finished on the Cloth Hall before the war began. The people paid for this in their civic pride and let other civic improvements wait. For the Cloth Hall gave Ypres a civic distinction. It was the high-water mark of the old frescoes on its walls, told the city's early history. It meant to Ypres quite as much as the tower of the abbey of Abbey to London or Faneuil Hall to Boston. Every man or woman born in Ypres had been brought up to tell the time of day by the raised gilt figures of the old golden clock face.

By February the people's sense of horror was exhausted. Destruction of things sacred to them became routine. When they heard another explosion and word was passed that the Germans had scored another hit, they went around to the Grande Place to see if the turrets and the gilt clock face were still unharmed. And they said: "The Cloth Hall still can be restored"—these stubborn Flemish would not let shell fire drive them away from their old town.

GERMANS TAKE U. S. SHIP

STEAMER AND OIL CARGO FOR SWEDEN ARE HELD UP.

PLATONIA, of Standard Company's Fleet, is forced to Kaiser's Port by War Vessel.

BERLIN, via London, July 6.—The American consular agent at Swinemunde, Prussia, reports that the American steamship Platonica, from New York with a cargo of petroleum, was held up by a German warship and brought into Swinemunde.

NEW YORK, July 6.—The steamship Platonica is one of the Standard Oil Company's trans-Atlantic fleet. She sailed from this port laden with petroleum June 3 for Karlskrona and Oskarshamn, Sweden, and was intercepted by British war vessels, taken into Kirkwall and held there for two weeks. She was released from Kirkwall July 1.

A representative of the Standard Oil Company said that the company had received no word from the vessel since she left Kirkwall. It was the first time, the representative said, since the war began that one of their vessels had been held up by a German warship.

GERMANS TRIED IN ITALY

ESPIONAGE IS CHARGED AGAINST OFFICERS OF DETAINED VESSEL.

VENICE, Italy, via Paris, July 6.—The trial before a military tribunal of Captain Liebscher and three members of the crew of the German steamship Lemnos, under detention at Ancona since the beginning of the European war, was opened here today. The charge is espionage.

The police authorities say it is generally believed that the accused men acted as spies in the interest of Germany before Italy entered the war. It is alleged they sought information regarding Italian batteries and submarines but the chief charges are directed against the captain and Machinat Willy Hoppa, who are said to have signaled to the Austro-Hungarian naval squadron when it attacked the port of Ancona, May 24.

Both deny the charges and say they were not even aware that Italy had declared war on Austria-Hungary at the time of the bombardment.

The case has aroused great interest in Ancona. During the shelling of that place, the Lemnos was sunk by the Austrian warships, supposedly to prevent the vessel being captured by the Italians.

DARDANELLES MAZE OF DEATH TRAPS

Allies Mowed as by Scythe in Landing, Says British Commander-in-Chief.

MUNITIONS USED UP EARLY

Glowing Tribute Paid and Much Credit is Given Navy for Co-operation—Turk Defenses Called Inventions of Satan.

LONDON, July 6.—"Throughout the events I have chronicled the royal navy has been father and mother to the

COLUMBIA HIGHWAY OPEN

Lightner and Holman, Road Supervisor Teon, H. L. Pitcock, Sam Hill, Judge C. J. Murray, Albert John Travcard, Amos Benson, Julius L. Meier, Lockwood Hebard and Mrs. Hebard, C. H. McKinstry, Engineers Lancaster

The party occupied eight machines, which were not ready for use until shortly after 7 o'clock when stop was made at Crown Point, 23 miles from Portland, for breakfast.

At the place where the hotel owned and managed by Mrs. M. E. Henderson, which she calls the Crown Point Chalet, which is located at one of the most slightly elevated points of the Columbia River, being about 750 feet above the water level and apparently directly over the site of the great highway called the "Mother of the Columbia Highway." While she is rather young for such a title, she apparently deserves it, for she has the honor of erecting and operating a hotel along the road. Chanticleer Inn she called her place. Later she owned Falls Chalet, which was burned last winter.

Her house is situated a few rods from the great three-quarter circle made by the highway as it winds from its great eminence to lower ground near Latourelle. This point is one of the great sights of the highway, one for which it gave over and travelers to marvel at.

Our next stop was made at 10:40 o'clock at the summit of the Cascades, near a point never before traversed by an automobile. In the leading machines were the following: Governor Withycombe, Simon Benson, H. L. Pitcock, Sam Hill, Commissioner Lightner and J. B. Yeon.

Occasion's Importance Felt.

There was no ceremony attending this real opening of the highway between the two river mouths, but as the party assembled on the great rock that may well be called the great pier of the Bridge of Gods, no doubt every member of the party felt that it was an occasion of the greatest moment to the entire state, as indeed it is.

The next halt was at Eagle Creek, where a temporary wooden bridge is in use until the fine stone bridge now being constructed. Then came the point of the line dividing the counties of Multnomah and Hood River, which is marked by a great hemlock tree.

It was noted that when we left Portland it was raining rather hard and we had a little too much mud in spots. Still, the pleasure-seeker need not be dissatisfied, for the road is over in rather wet weather.

Of course, when the hard-surfacing is completed the weather will make no difference.

Several gangs at work on the Sandy road, over which we passed, and between one and two miles is already completed and the work will be rushed from now on.

For some distance we found the road in Hood River county about the same Multnomah, but soon we had to take the old country road, which we found good, but with some still grades, which did not bother us, as the rain had ceased as we passed the Cascade summit.

We reached Cascade Locks to find the people of that town waiting in great numbers to welcome us. They looked upon our advent as visual evidence that their day of deliverance had come. They were glad to see us, but hereafter were to belong to the world at large. Here Mr. Benson gave the party a patriotic aspect by reading a paper on the "Union of American flags in town, with which he decorated the machines and their passengers."

Lunch is served.

We were then escorted by Postmaster Adams to the residence of Mrs. Frank Wall, where a fine lunch was awaiting us. Mrs. Wall is the daughter of Mrs. Wm. J. Adams, hereafter were to belong to the world at large. Here Mr. Benson gave the party a patriotic aspect by reading a paper on the "Union of American flags in town, with which he decorated the machines and their passengers."

At the old station of Lindsay, on the O. W. R. & N., which is now called Lindsay, we took a short rest.

The tunnel was met by a large delegation from Hood River, Meador, Hillbronner, Buller, Postmaster Adams, and some 25 of some of the leading citizens of this fine little city, welcomed us.

Most of our party walked around the tunnel in the Hood River contingent, and the machines were taken over the point. It is some climb, the grade in one place being 23 per cent. But a man place being heavily laden can make it all right. Then we came on here in a sort of procession, with horns tooting, flags waving, voices vibrant with the joy of the hour, and a general feeling of triumph. It was a fine day for this city of Lindsay. This is the day that automobiles and Hood River is no longer shut off from her western friends and neighbors for the lack of a way to reach her by this new means of transportation.

COLUMBIA HIGHWAY TOUR ON

15 Autos Leave for Hood River on Trip Marking Road's Opening.

Fifteen automobiles poked their noses up the Columbia River at 5:30 o'clock yesterday morning, and started on a journey of 60 miles to the mouth of the Columbia River Highway connecting Portland with Hood River, and, incidentally, connecting Southern California with the Inland Empire.

The party was headed by Roadmaster Teon and S. Benson. At 7:30 A. M. the pioneers breakfasted at Crown Point, where they were met by a group of a new chalet, they could see a stretch of the Columbia River 70 miles from horizon to horizon.

The first automobiles to cross the Multnomah County line just beyond Bonneville, near the legendary bridge of the great road, this section of the road was completed only Monday.

At the county line, however, it connected with the Hood River road.

In the afternoon the party was to tour Hood River Valley, returning to that city at night for a mass meeting at which some of the highway enthusiasts were to speak. This morning they will cross the river, visit Maryhill, where Samuel Jackson's home is located, and return to Portland on the north bank of the Columbia River, where Samuel Jackson's home is located on the Washington side.

Woman Mayor May Lecture.

WARREN, Ill., July 3.—Mayorress Canfield is being urged by citizens of this village to go on the lecture platform. She has about decided to do it and says she will speak on topics relative to cleaning up vice.

Notwithstanding higher prices, the United Kingdom imported larger quantities of sugar, tea, coffee and cocoa last year than in 1914.

MEXICAN FIELD IS STREWED WITH DEAD

Sanguinary Battle Is Opened with Machine Gun Fire; Cavalry Charge Follows.

CARRANZA'S MEN RETIRE

Loss of 600 Dead and Twice as Many Wounded Admitted, but Assertion Made That Villa Suffered Even More.

LAREDO, Tex., July 6.—Additional reports from yesterday's battle between Villa and Carranza forces near Villa Garcia, midway between Paredon and Monterey, in which 600 Carranza troops were killed, say that fighting began at 5 o'clock in the morning and continued furiously until 2 in the afternoon. The battle opened with a terrific machine-gun fire on both sides.

About noon Carranza commanders ordered a cavalry charge and hand-to-hand fighting continued two hours before the order for a retreat was sounded by Carranza chiefs. The battlefield was strewn with dead and wounded, but most of the latter were carried off by the field hospital and taken to Monterey.

In Nuevo Laredo tonight Carranza authorities were reticent, but it was learned they admitted the loss of 600 dead and probably twice that number wounded. They assert, however, even more serious losses in dead and wounded had been inflicted on Villa forces and that the Carranza retreat was for strategic reasons pending the arrival of reinforcements.

Ten thousand Villa and 3000 Carranza troops are estimated to have been engaged. Many of the dead on both sides are said to have been camp followers who have been advanced near the firing line.

Unconfirmed reports tonight were that another battle was being waged somewhere near Paredon, the Carranza forces having been reinforced by several thousand men.

LARSEN UNLOADS TODAY

DISCHARGING OF MYSTERIOUS AMMUNITION CARGO TO BEGIN.

Disappearance of Charterer Simplifies Matters for Federal Officials at Hoquiam.

HOQUIAM, Wash., July 6.—(Special.)—Work of discharging 4000 rifles, with as many belts and bayonets and a million rounds of ammunition, the mysterious cargo of the schooner Annie Larsen, which arrived at Hoquiam last week, will begin tomorrow under the direction of Deputy Customs Collector R. L. Sebastian. The cargo will be placed in a warehouse here and will be held until the government decides what disposition it will make of it or until the case is settled.

The escape of Walter Page, or Othmar, as his name is believed by government officials to be, simplified the question of the disposition of the cargo. The customs officers considered last week the question of discharging it and storing it until the case is settled, but the status of Page had not been determined at that time, and as he was the charterer of the Larsen and the agent for the owner of the cargo, action could not be taken until his case had been settled.

As the government officials had found no specific charge against Page, Mr. Sebastian had determined to release him Monday. Since his escape early Monday morning no effort has been made to capture him, and Mr. Sebastian says that none is planned at this time. Now that he is gone, nothing stands in the way of discharging the cargo.

No word has been received thus far from the owners of the Larsen. Captain Paul H. Schluter is having repairs made to the vessel while she is laid up here.

PROPOSAL NOT APPROVED

(Continued From First Page.)

character of such vessels, and an inspection insuring their non-carriage of munitions of war.

President Wilson has before him the views of several cabinet officers, some of whom believe that it is essential to have Ambassador Gerard make clear to the German Foreign Office that the

AWARDED GOD MEDALS

San Francisco 1915 ZEROLENE OILS & GREASES RED CROWN GASOLINE

The Exposition jury found Zerolene first in lubricating efficiency; Red Crown, first in carbureting qualities, in purity and uniformity. A victory for Standard products made from California crudes, in competition with other gasolines and automobile oils!

Standard Oil Company

(California)

WRECK PROBE IS BEGUN

JOINT INQUEST HELD AT RAINIER, BUT BLAME IS NOT FIXED.

How Second Accident Was Barely Averted is Showed; Engineer is Blamed by Flagman.

OLYMPIA, Wash., July 6.—(Special.)—At the joint formal investigation and inquest at Rainier today by the Interstate Commerce Commission, Washington Public Service Commission and Thurston County authorities of the Milwaukee wreck of last Saturday, in which three persons were killed and 20 injured, the blame for the accident was not fixed.

Northern Pacific trainmen and employees of Porter Bros., Portland contractors, insisted that all proper precautions had been taken in shipping the steam crane, which worked loose and wrecked the Milwaukee trestle, causing the passenger train which came later, at 20 miles an hour, to send him to John Burke, watchman, foreman of the car department of the Milwaukee, said that the crane had been fastened improperly and should have been rejected by the Northern Pacific.

Frank Russell, Northern Pacific brakeman who stood on top of the Milwaukee trestle, attempting to flag Milwaukee trains in both directions, said that notwithstanding his failure to go back on the Milwaukee track, W. H. ("Lucky") Baldwin, the engineer of that train, who was killed, should have seen his flag a half mile away.

Other brakemen were at the front end of the Northern Pacific freight train, which was not stopped instantly after wrecking the trestle. One point brought out was the narrow margin by which another wreck was averted.

Going toward the Milwaukee train himself, brakeman Russell also gave a red flag to John Burke, watchman of Porter Bros' equipment, who had been riding in the caboose but a short time, sending him to guard the rear of the Northern Pacific train. Burke was barely in time to flag an approaching Great Northern freight, five minutes behind the Northern Pacific.

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The Exposition jury found Zerolene first in lubricating efficiency; Red Crown, first in carbureting qualities, in purity and uniformity. A victory for Standard products made from California crudes, in competition with other gasolines and automobile oils!

Standard Oil Company

(California)

STAR

PARK AND WASHINGTON

If You Only Knew

what a Mine of Laughter was bound up in

"Chimmie Fadden"

our Victor Moore comedy offering today only—you would not lose a single hour in getting here.

It's One of the Decided Hits of Our Season.

COMING THURSDAY, THE WOMAN ALWAYS PAYS

TURKISH TROPHIES

Smokers of Turkish Trophies Cigarettes fifteen years ago — are smokers of Turkish Trophies Cigarettes today!