

CAVALRY BARS LINE OF RUSSIANS' ROUT

"Here Lies Traitor" Message on Corpse of Agitators Executed by Authorities.

POSITION IS RETAKEN

Upwards of Two Million Men in Gallican Retreat—Eighth Army, Composed of Cavalry, in Danger of Capture.

LONDON, July 31.—A dispatch to the Times from the headquarters of the Russian seventh army says the situation is more hopeful. Tactics among the retreaters are suppressed ruthlessly. Three divisions of cavalry have taken positions across the whole front of retreat.

Deserters are shot and attempts to spread panic are suppressed by prompt execution. Deserters, spies and agitators who enjoyed complete immunity under the committee system lie dead on the highways. A paper pinned on the corpse reads:

Red Badges Disappear. "Here lies a traitor to his country." Red badges and other symbols which accompanied the demoralization have almost disappeared.

PETROGRAD, July 31.—North of Husiatyn, on the Russo-Gallican front, the Russian yesterday restored their position on the east bank of the River Zbrocz, the War Office announced today. Austro-German efforts to force a passage across the Zbrocz in the region of Puklany and Podlipie were frustrated.

The Tuston forces, the statement says, pressed back the Russians in the region of Dorochow, Zastawna, Uverenczanka and Orochepy. South of the Kimpolung road on the Roumanian front, the Austro-Germans also pressed back the Russian lines.

Roumanians Take Forts. Zaleskik has been evacuated by the Russians under heavy pressure. On the Roumanian front fortified positions on the right bank of the River Putna, northwest of Soveia, were captured by the Roumanians.

LONDON, July 31.—A dispatch to the Post from Petrograd referring to the Russian retreat in Galicia says it is conservatively estimated that more than 2,000,000 men are retreating. These constitute the eleventh and seventh armies with their reserves. The eighth army, which is largely cavalry, also is retreating and its position, says the correspondent, is extremely critical.

The Germans are straining every effort to capture it while following up the eleventh and seventh armies, and it looks as if the eighth army might be caught in a bag.

COPENHAGEN, July 31.—The Berlin Tageblatt's correspondent at Austrian army headquarters gives the number of cannon captured by the Germans in the Russian retreat as 70, those taken by the Austrians numbering nearly 200.

General Korniloff, according to the correspondent, apparently is attempting to organize a new resistance along the rocky Gallican frontier.

COPENHAGEN, July 31.—A dispatch from Berlin says Emperor William left Mittau, 25 miles southwest of Riga, Russia, and went down the river to the Riga front, where he complimented the troops.

SAILOR 'RECRUITS' BRIDE

MAN DETAILED TO FIND ROOKIES MEETS OLD SWEETHEART.

A. F. DeBauw, Carpenter's Mate, Takes as Wife Miss Theresa McGinley at Astoria.

When Lieutenant H. C. Jones, of the Oregon Naval Militia, detailed A. F. DeBauw, carpenter's mate, second class, to get some recruits for the Navy in Astoria a few days ago, he neglected to specify that they must be men.

He was surprised, to put it mildly, when DeBauw reported back at headquarters in Portland last night with a bride on his arm. DeBauw himself, he appeared to think that his recruiting work had been highly successful.

The happy Mrs. DeBauw was Miss Theresa McGinley, of Portland. The two had been warm friends prior to DeBauw's being detailed, some months ago, for duty at the United States Navy aeronautic station at Pensacola, Fla.

During DeBauw's three months' course in aviation at the Florida training camp he and Miss DeBauw lost track of each other. Recently, having completed his course, DeBauw was ordered back to Portland, and Lieutenant Jones sent him to Astoria to get recruits.

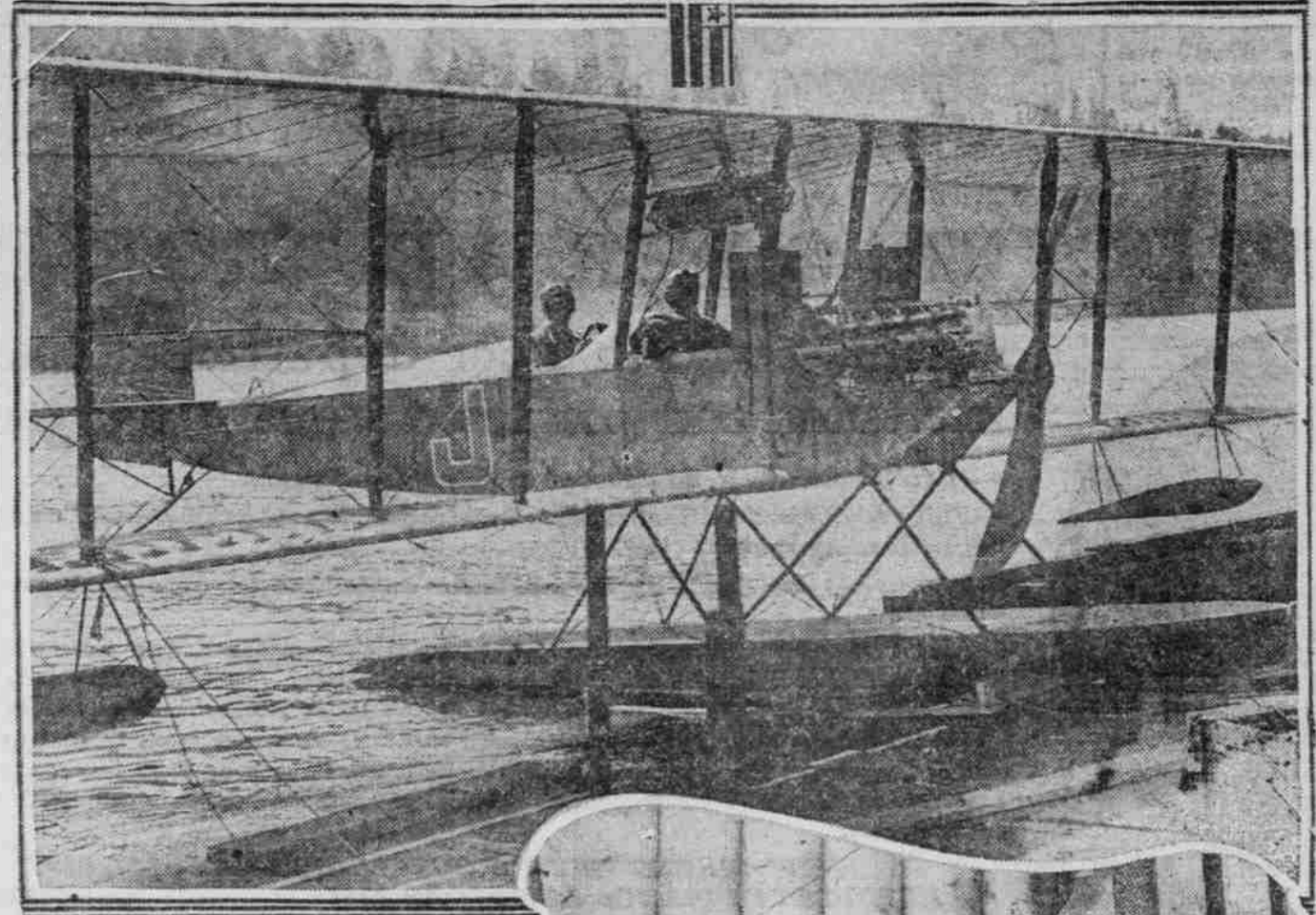
While searching that town for promising bluejackets, DeBauw met Miss McGinley. It didn't take the bold sailor-man any time at all to renew an ardent courtship, pop the question and receive an immediate "Yes."

As a man of action, DeBauw proposed an immediate wedding. Miss McGinley was willing, so with Chief Yeoman Bernard McDonald, U. S. N., as escort and witness, the reunited couple were wed yesterday at St. Mary's Church, Astoria.

CASTORIA

For Infants and Children In Use For Over 30 Years Always bears the Signature of Chat H. Wilkins

HYDROPLANE BUILT AT PORTLAND AIRPLANE FACTORY, WELL-KNOWN REAL ESTATE MAN WHO IS BACKING PROJECT AND MASTER AVIATOR.



PLANE PLANT OPENS

Spruce Parts for Army Fliers to Be Made in Portland.

O. K. JEFFERY IS HEAD

Hydroplane of Curtiss Type Is Already Turned Out—Most of Supply of Special Timber Is in Northwest.

An airplane factory that specializes in spruce parts for the construction of speedy fliers is now in operation in Portland. Already it has completed a perfect hydroplane of the Curtiss type, and soon will be operating at full capacity.

The airplane factory is located at East Thirty-third and Broadway, in a three-story brick factory built for the purpose. The company is known as the O. K. Jeffery Company, and its president, general manager and board of directors is Oliver K. Jeffery, president of the Oregon Home Builders' Association.

Northwest Has Spruce Supply. Oregon and Washington have almost all of the spruce supply of the world, and spruce, well seasoned, resilient and robust, is indispensable to airplane construction. Hence the practicability of a factory for the construction of spruce parts, and the realization of a dream long held by Mr. Jeffery, that of practical entry into his hobby of aeronautics.

Spruce lumber, suitable for airplane construction, is quoted at not less than \$150 per 1000 feet, and is shipped to Eastern factories at present. There is at least 600 feet wastage, owing to the rigid requirements. It is Mr. Jeffery's intention to build the finished parts here and ship them East, eliminating heavy wastage and expense. The spruce waste will be available for other purposes in the local factory.

Although the local factory will not manufacture finished machines in numbers, the hydroplane which is now completed and ready for flight is constructed entirely of local materials by local workmen, and is a strictly "home product" creation, with the exception of its 12-horsepower Roberts motor, which is of the same type as those used by the Government training camps.

The machine has a spread of 40 feet, a gap of six feet between the great wings, and an eight-foot propeller, with a maximum of 1500 revolutions per minute. Each complete revolution of the blades exercises a pull of six feet—that is, the airplane shoots forward just that far at the turn. It has a speed of 57 miles an hour, and can climb dizzyly at the rate of 300 feet per minute. It was built solely by Mr. Jeffery and his workmen.

Hydroplane Is Tested. While the manufacture of planes is far secondary to the construction of the spruce parts, Mr. Jeffery said last night that he expected to have complete four airplanes of varying types within the next year for local use. A second plane is already under construction. Whereas the first is a hydroplane of the pontoon type, the second is of the flying-boat type, with an actual boat body, constructed of mahogany.

Portland-made flier was given a trial yesterday afternoon on the Willamette by Mr. Jeffery and his master aviator, J. H. Skoning, who is a recent graduate of the Curtiss flying school at the Navy Aeronautical Station, Pensacola. A lack of balance in the pontoons, which must be placed to the fraction of an inch, rendered the trial on water only partially successful.

The machine is of interchangeable type, however, and has land-gear. It will be flown by Mr. Jeffery on Thursday, somewhere near this city, with the land-gear attached. There is held to be no question of the machine's practicability, as it is ideally constructed of the finest materials and is the equal of any known machine of its type.

Parts to Be Shipped East. The O. K. Jeffery Company will manufacture struts, beams and braces of Oregon and Washington spruce, bringing them to a fine finish and shipping them to the Eastern trade. Arrangements have been made with the Curtiss people for the output, but it is considered probable that the output of the plant may be commandeered by the Government for war purposes when the airplane building programme is well under way. Letters received from the National Council of Defense indicate this.

One thousand feet of spruce is estimated for the construction of an airplane. The local plant will have a capacity of 25,000 feet a day, and Mr. Jeffery is certain that his factory can turn that amount into the finished article. The spruce must be air-dried for three months at least. A stock of 500,000 feet of selected spruce is now stored at the factory.

Test of Spruce Severe. Such spruce must undergo a tremendous test before it is fashioned into parts upon which depend the lives of men who have neither time nor place to stop for repairs. It must withstand 1500 dead pressure and otherwise con-



Close-up View of One of the New Planes. Below, at Left—J. H. Skoning, Master Aviator, a Graduate of the Pensacola Aviation School, and (at Right) Oliver K. Jeffery.

form to the severe Government test, which has been adopted in its entirety. The factory now employs 16 workmen and that number will be doubled within a short time. All workmen are highly skilled and are specially selected for their attention to detail and willingness to give the best that lies in their craft to the important matter of fashioning the parts.

Factory Staff Experienced. Mr. Jeffery is no tyro in the air, and is quite competent to pilot his own machine. He has flown at Seattle, San Francisco and in Portland, and has guided an airplane to an altitude of 4500 feet, which is four times as lofty as Council Crest. Within the year his realized dream will make the spectacle of an airplane winging over Portland a common one.

J. H. Skoning, master aviator of the concern, holds a diploma from the Pensacola school and is altogether an experienced and adept flier. The machine to be constructed within the coming year are for private use and will be flown by Mr. Jeffery and Mr. Skoning. The engineer and designer of the company is J. C. Burkhardt, who designed the Vancouver machine which made spectacular flights over Portland two years ago. Mr. Burkhardt is now in the East, where he is looking over Government plans and specifications. He is expected to return within the next few days.

Project Held Feasible. This decisive venture by a local man in the field of airplane manufacture is the direct reply to a great deal of prolonged argument that such a project not only would be feasible, but would be the right sort of business pioneering. The availability of the prime material for airplane construction is held to insure the business success of the factory. As president of the Oregon Home Builders' Association, a concern which has gone far toward aiding those of small means in home-building and owning, Mr. Jeffery is well known. The

Advertisement for Ladd & Tilton Bank, featuring a man in a suit and the text 'THE MAN OF THRIFT'.

DAINTY, WHOLESOME LUNCHES SERVED EVERY DAY From 11 Until 2 o'Clock at the "WOOD-LARK" FOUNTAIN. Always Double Stamps with Fountain Service

Advertisement for Woodard Clarke Co. featuring various household products like 'IF YOU HAVE A SCARRED FRONT PORCH', 'BROKEN-DOWN FEET', and 'STOUT PEOPLE'.

Advertisement for 'MONEY SAVED IS MONEY MADE—HERE IS YOUR OPPORTUNITY!' listing various household goods and their prices.

Advertisement for 'AT 39 AND 98 CENTS' featuring framed pictures and a rare opportunity.

Advertisement for 'EXPLORER IS BACK' featuring Captain Bernier's return from Arctic regions and a small vessel provisioned for a two-year trip.

Advertisement for 'ON SALE TODAY!' featuring new Victor records for August, including titles like 'Underneath the Stars' and 'There's a Long, Long Trail'.

Large advertisement for 'BOSTON Sample Shoe Store' featuring various styles of shoes and a 'Style Book'.

Advertisement for 'The Wiley B. Allen Co.' featuring a variety of records and a claim for superiority in stock and service.