

J. D. RYAN TO DIRECT AIRCRAFT BUILDING

Copper Magnate and Financier
Will Take Coffin's Place as
Board Chairman.

SQUIERS' WORK LIMITED

New Division of Military Aeronautics
Created to Have Brigadier-
General William L. Kenly
As Its Head.

WASHINGTON, April 24.—Direction of the Army's great aircraft production programme has been placed in the hands of a civilian, John D. Ryan, copper magnate, railroad man and financier.

Secretary Baker announced the step tonight, disclosing at the same time a reorganization of the Signal Corps under which the aviation section is virtually divorced from the corps proper heretofore supreme on all questions.

With actual production turned over to a civilian division headed by Mr. Ryan, Brigadier-General William L. Kenly is made chief of a new division of military aeronautics, to control training of aviators and military use of aircraft.

Major-General Squiers, chief signal officer, will confine his activities in the future to the signal branch.

Howard Coffin, chairman of the aircraft board and under whose direction the building programme has developed to its present stage, retires from the board and relinquishes the chairmanship to Mr. Ryan. The aircraft board itself, created by Congress, will continue as an advisory body.

Critics Assured as to Fault.
Throughout all the agitation over delays and mistakes in getting quantity production of aircraft under way, all critics have agreed that the great fault lay in the absence of concentrated control.

The power of Mr. Coffin and his board was subject to the Signal Corps and this divided responsibility was blamed largely for the fact that the programme is about three months behind.

Mr. Coffin himself made the only official comment on the reorganization. "The appointment of a single individual with definite and adequate power to deal with all aspects of Army aircraft production is a logical and necessary step," he said.

This reorganization, forecast at the War Department since the first Senate committee made its report referring to the aviation programme as a "humiliating failure," follows a preliminary report from a special committee of investigators appointed by President Wilson and headed by H. Snowden Marshall of New York.

Report Kept From Public.
The report never has been made public but is known to have been submitted to Secretary Baker soon after his return from France.

Assistant Secretaries Crowell and Eustis and Major-General March, acting chief of staff, are understood to have worked out the new plan of organization.

Mr. Crowell, as acting secretary, is said to have been ready to act without waiting for Mr. Baker's return if the Marshall report had been received.

The authority given Mr. Ryan corresponds with that given Charles M. Schwab as director general of the Emergency Fleet Corporation. He has the task of speeding up production in all of the major plants working on aircraft for the Army and is given full power in that respect.

In the matter of designing and engineering, authority is apparently divided between the divisions of military aeronautics and production.

Ryan Believed Capable.
Mr. Ryan's work up to this time has been confined to activities of the Red Cross War Council, but those who know him declare he is amply equipped for the big job entrusted to him. He is now head of the Anaconda Copper Company of the United Metals Selling Company, and of the Montana Power Company. He is a director of many industrial enterprises and banks and of the Chicago, Milwaukee and St. Paul.

One of the big things in which he has played a part is the electrification of the mountain division of the Chicago, Milwaukee and St. Paul, probably the greatest undertaking of the kind ever attempted.

Brigadier-General Kenly, chief of the new military aeronautics division, recently returned from France where he had charge of aviation under General Pershing.

Madras Aids Armenians.
MADRAS, Or., April 24.—(Special.)—Mr. Woodlawn, in behalf of the Armenian relief work, made an address here Sunday afternoon at the close of which a collection of \$260 was taken. On the same evening about \$150 was collected at Gateway.

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FIFTH AND MORRISON
SINCE 1908

OFFICIAL WAR REPORTS

British.
LONDON, April 24.—The German have taken Villers-Bretonneux, Field Marshal Haig reported to the War Office tonight.

The text of the statement reads: "About 9 o'clock this morning, after a violent bombardment, the enemy attacked our whole front south of the Somme and the French on our right and west with heavy rifle and machine gun fire."

"Later in the morning an attack on our positions in this sector was renewed in strength, and, although repulsed with the loss of some prisoners, the enemy made progress at Villers-Bretonneux, where the fighting has been severe throughout the day. By evening the enemy had gained possession of the village and the fighting was continuing."

"Other attacks by the enemy this morning on the north bank of the Somme and north of Albert were repulsed; we secured a few prisoners. By successful local operations carried out this morning northwest of Festubert, two prisoners were captured by the enemy in this locality on the twenty-second was regained. The hostile garrison offered strong resistance and lost heavily. We captured a few prisoners and four machine guns."

"Early in the morning the enemy delivered a strong local attack, without success, against our new positions east of Robecq. Our line was maintained intact and 84 prisoners were left in our hands. Additional prisoners were secured in successful minor enterprises in the forest of Nieppe and in the neighborhood of Meteren."

"The hostile artillery activity increased yesterday afternoon and evening on the greater part of the British front, particularly in the Somme and Ancre sections in the valley of the Scar. The enemy's activity north of Bethune and north-northeast of Balileul."

"At dusk hostile infantry left their trench to attack northwest of Albert. They were repulsed with the loss of many prisoners and machine gun fire and were driven back."

"Strong hostile attacks developed also late in the evening in the neighborhood of the Scar and were repulsed by French troops after sharp fighting. French and British artillery inflicted severe losses on the enemy."

"During the night the activity of the enemy's artillery continued."

"The official statement relative to air operations issued by the War Office tonight reads: 'The weather on Tuesday was unfavorable for flying until 5 P. M., after which sharp fighting occurred in the air. Reconnaissance was carried out at a low altitude throughout the day. Merville, Estaires, Steenwerck, La Gorgue, the Chaulnes railway junction and the dock at Ostend were heavily bombed.'

"Fourteen hostile machines were brought down, two were driven down out of control, and one was shot down back of our lines by anti-aircraft fire. One of our machines is missing."

"During the night 21 tons of bombs were dropped on different targets, including Roulers, Merville, Armentieres, Bapaume, the railway stations at Chaulnes, Thourout, Tournai and Courtrai, and the docks at Zebrugge. Direct hits were observed on all these targets and several fires were started. All our machines returned."

French.
PARIS, April 24.—The German artillery has been conducting an extremely heavy bombardment on the front between the Somme and the Aisne in the region of Hangard-en-Santerre and Villers-Bretonneux, the War Office reports today.

The statement follows: "Between the Somme and the Aisne, the enemy's bombardment during the night took on a character of extreme violence along the Franco-British front, especially in the region of Hangard-en-Santerre and Villers-Bretonneux. French artillery carried on an energetic counter-bombardment of the German batteries."

"In the region of the Ailette and Avocourt wood, French patrols took prisoners. Elsewhere on the front there was intermittent cannonading."

German.
BERLIN, via London, April 24.—"On the battlefield of the Aisne and the Somme the fighting activity was limited to local actions, says the official communication from general headquarters today."

"To the northeast of Balileul we captured three times by air and storm and took a number of French prisoners. West of Balileul we repulsed British attacks. During the night the activity of the enemy's artillery continued."

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U-BOAT DAMAGE BIG

Huge Stores of Munitions and Supplies Are Blown Up.

BATTLE MOST DESPERATE

British Landing Parties Raze All Buildings on Mole and Kill Huns

Opposing—Ostend Harbor Is Blocked, Aviator Says.

(Continued From First Page.)

It blew the bridge and all standing on it into the air.

Bridge Is Blown Up.
"For a little time afterward fragments of Germans and wreckage of the bridge were falling all around us. By the blowing up of the bridge, the mole was isolated and it was on this island that the Vendictive's men were landed and the fighting occurred."

"Bendall, of the submarine which blew up the Zebrugge mole, is quoted as saying that the explosion of the mole caused much concrete to fall from the mole."

"It was silent and very business," he said. "We were going full tilt when we hit the mole. It was a good job and we ran right into the middle of the viaduct and stuck there, as we intended to do. I don't think anybody said anything except 'Well, we are here all right.'"

"We lowered a skiff and stood by while the commander touched off the fuse and the mole was blown up and pushed off. By bad luck the propeller fouled the exhaust pipe and left us with only two oars and two minutes to get away. The enemy's heavy guns and the machine guns were firing from the shore."

Crew Is Rescued.
"Before we made 200 yards the submarine went up and there was a tremendous flash and roar."

Bendall described how one after another the rowers were hit by enemy bullets, but in the nick of time a picket boat found the skiff and took the crew aboard."

Lieutenant Stanford, who commanded the submarine, was tried in July, 1916, after conviction by a German court-martial for attempting to ram a submarine.

British marines who landed on the mole at Zebrugge, according to a narrative printed in the Daily Mail, say that when the cruiser Vendictive got alongside the mole it was found that of the 14 gangways aboard all had been shot to pieces except two, which were damaged and shaky. Nevertheless, the men, headed by Captain Edwards and Ford and Lieutenant G. C. Cooke, dashed over and landed on the first ledge of the mole, but lost severely from the terrible shell fire. From the ledge there was a wall to be climbed and then a drop of 20 feet, which was negotiated by ropes and rope ladders.

Grenades Rout Germans.
"They tried to take our ladders," said a marine, "but we let them come within 10 yards and then blew them away with grenades. We chased the Germans through sliding doors and underground passages. Some of them ran, but others got in corners and sniped at us with rifles and machine guns. Evidently they were prepared for possible attack, as the whole place was stuffed with machine guns."

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"All the ships used the smoke cloud device, the smallest emitting as much as the largest, until there was an impenetrable smoke wall all the way from Zebrugge to Ostend. This deceived the defenders for a while, but when they found us out and sent up star shells, we steamed through and got hell."

"All our men were on deck and we were shelled incessantly for 20 minutes. The Vendictive had three howitzers aboard and before we left the crew of the foremost gun had been wiped out three times by the guns ashore, but our gunners did remarkably well and pumped lyddite into the German gunners on the beach."

Hun Destroyers Active.
"Several German destroyers were alongside the mole and three of them kept firing at the Vendictive at close range. We charged one and threw in 50 bombs. A loud explosion followed and we saw that she was afloat and sinking. We could not reach the others and we do not know what became of them."

"After sinking the destroyer we forced our way ashore at the point of the bayonet and charged a gun crew, which had been giving much trouble, killing many and dispersing the rest and capturing the gun. When we got back the Vendictive was a sad sight. The upper decks were slippery with blood. The cries and moans were heart-rending. All around lay dead, dying and wounded."

DOVER, England, April 24.—Crews of the ships which took part in the raid on Zebrugge have many thrilling stories of their adventures. One of them has described how, despite the fact that the German destroyers were present while they were still outside the harbor they made their way in through heavy gunfire, the Vendictive reaching the wharf, where she remained for an hour and a half.

"A landing party was put ashore," the seaman said, "and we captured the German guns on the breakwater and turned them around, firing them on the German fortified positions. As far as we could see there was not a place of any military importance left—we destroyed the lot."

Motorboats Save Marines.
"We had to leave many of our landing parties behind, but they were taken off by motorboats. One of the boats received a salvo of shells in her engine room and had to be beached. She was blown up after the survivors had been rescued."

"Motorboats destroyed every floating thing in sight, including two German destroyers and some submarines. Those of the landing party who remained behind to continue the work of smashing German guns knew they would either lose their lives or be taken prisoner. They were volunteers and a brave lot of fellows."

TURKS REPORTED TO BE WAR WEARY

Moslems and Bulgarians, Too,
Said to Be Seeking Chance
to Quit Fighting.

SENATORS LEARN SITUATION

As Result of Developments, Resolution Providing Declaration of Hostilities by United States Will Not Be Passed.

WASHINGTON, April 24.—Definite opposition to a declaration of war on Bulgaria and Turkey at this time was indicated by President Wilson today at a conference with Senator King, of Utah, who recently introduced a resolution calling for war with both countries.

Considerations of diplomacy and safety of Americans in Bulgaria and Turkey are understood to have prompted the President's decision.

There is reason to hope, it was said, that both Turkey and Bulgaria may yet drop out as belligerents.

The Administration was reported to have information that if it were possible, Turkey as well as Bulgaria, would be glad to take advantage of an opportunity to break away from the central powers.

Senator King sought the President's views as a result of debate in the Senate yesterday on a resolution by Senator Brandegee, of Connecticut, asking the Senate to foreign relations committee for immediate action on the King resolution.

Action on Measure to Halt.
Senator King announced after the conference that he would not press his resolution at this time.

The Brandegee resolution was laid aside yesterday after the debate, although several Senators announced they were willing to vote for a war declaration.

Senator King declined to discuss the President's views, but from other Senators it was learned that the President was ready to present his information to the Senate with his reasons for opposing present action. Arrangements were made for members of the Senate foreign relations committee soon to call upon the President.

So earnest was the President reported in his opposition to declarations of war that he was said to be ready to give his reasons by personal appearance either before the Senate in executive session or the foreign relations committee.

Committee to Meet President.
The President was said to be opposed to making public the information and the arrangements therefore were made for the committee to call on him.

After the Senators were informed of the situation, it was said that none of the resolutions having to do with the matter would be pressed.

LAW NOT UNDERSTOOD

COUNTY CLERKS HAVE MUCH WORK TO DO ON INITIATIVE PETITIONS.

Registration of Electors Signaling Required to Be Compared with Registration Books and Then Certified.

SALEM, Or., April 24.—(Special.)—Misunderstandings seem to have arisen as to the new law covering the signing and certification of initiative petitions, according to reports received here. Under a law of the 1917 Legislature the by motorboat shall make affidavit as to the names of the signers, as was required in the past, but in addition thereto County Clerks are required to compare the registration of electors signing petitions with those on the registration cards, books or blanks on file with the clerk. After this comparison the County Clerks are required to certify the names so compared.

This certification is prima facie evidence of the genuineness of the signatures to such petitions, and the Secretary of State can count only such signatures, with the exception that he shall consider such remaining signatures as shall be proved to be genuine signatures of legal voters. To establish such facts a certificate of a notary public in the county the signer resides in is required.

The bill enacted into law covering these features was introduced for the purpose of avoiding the suspicion alleged that in addition to the five signatures of petitions, its authors stated. Now, it is understood, with a number of initiative petitions in circulation, the County Clerks are required to have been overlooked in some instances.

The statement reads: "On Tuesday morning an enterprise of British naval forces against our Flanders bases, conceived on a large scale and planned regardless of sacrifices, was frustrated."

"After a violent bombardment by enemy at sea, small cruisers, escorted by numerous destroyers and motorboats, under cover of a thick veil of artificial fog, pushed forward near Ostend and Zebrugge with the intention of destroying the locks and harbor works."

"According to prisoners four companies of marines were landed on the mole at Zebrugge by a coup de main in order to destroy all structures, guns and war material thereon and the vessel lying in the harbor."

"Only about 40 of them got on the mole. These fell into our hands, some alive and some dead. On the narrow strip of the wall, however, the marines fought with the utmost fierceness."

"Of the naval forces which participated in the attack the small cruisers Virginia, Enterprise and Sirius, and two others of similar construction whose names are unknown were sunk close off the coast. Moreover, three destroyers and a considerable number of torpedo-boats and motorboats were sunk by our artillery fire. Only a few men of the crews could be saved by us."

"Beyond the damage caused to the mole by a torpedo hit, our harbor works are quite undamaged. Of our naval forces only one torpedo-boat suffered damage of the lightest character. Our casualties were small."

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A healthy and attractive skin may be obtained if you will use Santalope.

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—So invigorating, stimulating and healthful.

—it has the argument!

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PICTORIAL REVIEW PATTERNS Are the Best—They Have Individuality of Styles—Here Only in Portland—Second Floor



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Petticoats are sold in every big city in the country, and are to be found at this store only in Portland. We always have a good supply and large variety of Klosfits for your choosing.

—CHARMING NEW SPRING ARRIVALS ARE HERE IN THE NEWEST SHADES—WHITE, FLESH, MAIZE, BLACK, NAVY, SAND, HERO, LIBERTY, LAVENDER, PLUM, GOLD—in solid shades or changeable tones—frounces and ruffles of every description—tailored, ruffled, tucked, pleated and scalloped are shown.

Priced \$5 and \$6—
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Third Floor—Lipman, Wolfe & Co.



masked men, armed with shotguns, robbed the Bank of Valeria, Ia., of \$2000 in currency this afternoon, and escaped in an automobile, according to word received by the police here. Valeria is 15 miles northeast of Des Moines.

German Hall Changes Its Name.
CHEHALIS, Wash., April 24.—(Special.)—Liederkrantz Hall, which has been the headquarters for the German-born citizens of this community, is to have a name that will be in full harmony with the National spirit of the United States. President Foster of Reed College, Portland, tonight addressed a large audience at the hall, and Rev. Father Sherman will speak at the same place tomorrow night.

D. M. COOPER, ALBANY, DIES

Resident of Linn County for 56 Years Leaves Widow, 5 Children.

ALBANY, Or., April 24.—(Special.)—D. M. Cooper, resident of Linn County for the past 56 years, died last night at his home three miles north of Albany, aged 78 years. Born in Ohio, he crossed the plains to Oregon in 1842 and had lived near Albany ever since.

He is survived by his widow and five children: Charles F. Cooper, of Albany; J. Edward Cooper, of North Yakima, Wash.; Ralph Cooper, of Portland, and

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