

YANKS SPURN BOGHE CALL TO SURRENDER

"Lost Battalion," Although Surrounded, Fights Grimly.

RESCUE IS MEN'S REWARD

Major in Command Tells foe to "Go to Hell" When Asked to Give Up, and Boys All Cheer Reply.

WITH THE AMERICAN FORCES NORTHWEST OF VERDUN, Oct. 9. (By the Associated Press.)—The brightest spot in the heroic and amazing story of the now famous "lost battalion," which belongs to the Seventh Division, was the climax to the fourth day of the troops' beleaguerment in the Argonne forest.

When the men were long footless and almost wholly without ammunition and when many were weak from exhaustion, but not one despairing, an American who had been taken prisoner by the Germans suddenly appeared at the little camp surrounded in the valley.

The man had been sent blindfolded from the German headquarters with a typewritten note to Major Whittlesey, reading:

"Americans, you are surrounded on all sides. Surrender in the name of humanity. You will be well treated."

Major Whittlesey did not hesitate a fraction of a second. "Go to hell," he almost shouted. Then he read the note to those around him and his men cheered so loudly the Germans heard them from their observation posts.

Huns Slip By Yankees. A composite story gleaned from a dozen recitals reveals that the battalion when ordered to advance last Friday pushed its way rapidly ahead through the forest and its eagerness to catch up with the retreating Germans, gradually spread out and widened its ranks. This allowed the Germans to infiltrate unseen behind the Americans and they fell directly into a cunning trap which the Germans had set for them.

The enemy had planned to catch the Americans in a hollow surrounded on all four sides by heights, the greatest of which was a steep hill directly ahead. The Americans, who were not accustomed to forest fighting and were filled with eagerness, dashed into this hollow without stopping to think that the enemy might be awaiting them. The members of the battalion were at first checked by their own artillery barrage, which worked steadily forward. Nevertheless, it had not worked as fast as the troops themselves, and the battalion proceeded half way up the hill and there they waited for the Germans on both sides had jointly flanked them and had closed in upon their rear.

Huns Harass Battalion. Sheltered only in shallow and hastily constructed trenches, the men were subjected to a grilling sniping machine gun fire, as well as a trench mortar bombardment, every time they showed themselves. Only with great difficulty and with extreme caution could they move from place to place and keep guard against surprise attacks. The battalion started with meager rations, expecting more to reach them later. These, of course, could not longer be transported to them. It was their only good fortune that they were fairly well supplied with water. Nightly and daily, too, they sent back volleys of sniping parties, but if these reached the positions in the rear without being captured or killed they could not tell, for no one ever returned.

Daily, American aviators searching vainly for them, flew overhead, but no other help could be brought anything but a grilling sniping machine gun fire, as well as a trench mortar bombardment, every time they showed themselves. Only with great difficulty and with extreme caution could they move from place to place and keep guard against surprise attacks. The battalion started with meager rations, expecting more to reach them later. These, of course, could not longer be transported to them. It was their only good fortune that they were fairly well supplied with water.

Men Always Hopeful. As the days passed the Americans grew more and more emaciated and more and more bearded, but they never gave up hope. There was nothing but a grim determination to hold out until the last man was finished. There was not a man in the battalion wounded or otherwise hungry or starved, but scouted the idea of surrender. Their ammunition was depleted to a point where the few machine guns in outfit had but one belt of cartridges apiece, and the rifle ammunition was running so short that they had received orders not to fire at any one attacking until within such short range that his death or serious injury was almost inevitable.

Major Whittlesey, who is a well-known New Yorker, had his entire battalion behind him to a man; Captain Leo Stromer, of San Bernardino, Cal., told the Associated Press his men cheered at the idea of surrender, and the men who came out of the four days' siege are united in declaring that they never would have given up.

GERMANY FEARS REPRISAL DENIAL MADE OF VANDALISM IN CONQUERED TERRITORY.

British Suggestion Made That Certain Enemy Cities Be Marked Down for Ransom.

LONDON, Oct. 9.—As the victorious allied armies progress toward borders of Germany, the subject of reprisals on the enemy for vandalism in conquered territory is more frequently mentioned. That Germany fears such measures is indicated by a telegram from the semi-official Wolff Bureau, received in Stockholm, saying that Douai was burning, "as the result of the continuous British bombardment."

make a declaration that peace shall not be made until retribution is exacted from German towns for vandalism in France.

PARIS, Oct. 9.—An official "eyewitness" who has visited the neighborhood of Lens says the Germans with reports railways and tramways converted into huge piles of twisted rails.

Mayor Basly, of Lens, says that the city has been virtually leveled. The population of 35,000 people is entirely gone. Water fills the galleries of the coal mines, which used to turn out 3,000,000 tons of coal a year.

Reports show that Toulous and Thourout have been burned. AMSTERDAM, Oct. 10.—A revolt has broken out in Bruges, Belgium, the populace having risen against the attempts of the Germans to deport the civilians, according to Les Nouvelles. German troops used their guns and killed or wounded numerous Belgians.

Throughout Flanders, the newspaper says, the roads are encumbered with cattle, horses and pigs which are being transported to Germany.

LORD SHAUGHNESSY QUILTS CANADIAN PACIFIC RAILWAY HEAD VACATES POSITION.

Famous Railroad Man Will Remain Chairman; E. W. Beatty Becomes Vice-President.

MONTREAL, Que., Oct. 10.—Lord Shaughnessy remains chairman of the Canadian Pacific Railway Company. E. W. Beatty is new president. At a meeting of the directors, held in Montreal today, Lord Shaughnessy, after 20 years of office, retired from the presidency of the Canadian Pacific Railway, although still retaining the position of chairman of the company, so that, while relieved of executive duty, he will continue to serve with his counsel and experience.

This change is due to Lord Shaughnessy's conviction that, in view of the extensive programme planned by the Canadian Pacific Railway for the period of reconstruction after the war, the best interests of the company would be served if a younger man were to assume the active direction of so large and complete a system. Although several years older than either of his predecessors were at the time when they retired from the presidency, he decided when the war broke out, to carry on until the financial horizon should lighten. Now, however, he feels less hesitation in handing over the executive responsibility to a successor, and peculiarly to one who has shown notable administrative ability and who is generally regarded with confidence not only of the political and business leaders of Canada, but also of the employees of the Canadian Pacific Railway.

E. W. Beatty, the new president, has been vice-president and general counsel and also director of the company for several years. Sir George Bury, on account of ill health, is retiring from the position of vice-president, and Grant Hall, who has been vice-president in charge of eastern lines, has been appointed in his place.

RAIDER TO BE AUCTIONED Wreck of German Pirate Seacraft at Mapela to Be Disposed Of.

SAN FRANCISCO, Oct. 10.—(Special.)—The wreck of the German sea raider, Seacraft, lying aground at Mapela, is to be sold at auction by the French Government. It was announced today, according to dispatches received by the Maritime Department of the Chamber of Commerce. The information comes from the French Consulate and is therefore authentic.

The famous raider was formerly the yacht "Mouette," of 2571 tons. It was provided with Diesel engines of 1200-horsepower by the Germans, the same class of engine as was displayed at the Antwerp Exposition. The hull is badly damaged, but the engine is in good shape and can be used. There is also a large quantity of hawsers, tanks and other equipment on board. No bid of less than \$2000 will be considered.

AUTOIST DEAD; WIFE HELD

Former Butte Man Found Lifeless at Wheel in Los Angeles.

LOS ANGELES, Cal., Oct. 10.—Daniel H. Marony, who with his wife came here about a year ago from Butte, Mont., was found sitting at the wheel of his automobile on a residence street here early today dead from bullet wounds. His wife, who summoned nearby residents to the automobile, was taken into custody and held without bond pending further investigation. She is 25, he was 42. He recently inherited a considerable fortune, according to friends.

Mrs. Marony told the police that she had quarreled with her husband because he was loath to leave a card game where she said he had threatened to kill her; that they struggled for the weapon and during the struggle it was discharged.

63 IDAHOANS TO ENTRAIN

Ten Northern Counties Receive Call for Drafted Men.

BOISE, Idaho, Oct. 9.—The ten northern Idaho counties are required for further call of the 21 draft men called by the Provost Marshal-General to entrain for Camp Rosecrans, Cal., during the five-day period commencing October 21. The apportionment worked out by the Adjutant-General's office today shows the men called are to be class 1, fit for general military service. The northern Idaho counties received the following apportionments under the call: Benewah 5, Bonner 6, Boundary 2, Clearwater 3, Idaho 7, Kootenai 3, Latah 10, Lewis 1, Shoshone 10, Nezperce 8.

GERMANS FIRE CAMBRAI

(Continued From First Page.)

dian mounted rifles first entered Cambrai. The Canadian engineers established a pontoon bridge over the canal at 6 A. M., aided by an effective barrage on enemy gun positions. The Germans held the city with their rear-guards which the sudden onslaught of the Canadians rapidly brushed aside.

In pushing out east of Cambrai after the capture further heroic British work was done in effecting the first crossing of the canal at the demolished railway bridge. Two men swam across the canal, bombed the enemy out of his bridgehead and then, linked arm in arm, the leading men of the company scrambled over the wreck of the bridge. In a short time a practicable crossing was connected. The enemy began its evacuation of the city at midnight. The Canadian occupation was completed at 9 o'clock the next morning.

BIG VICTORY SEEMS AT HAND FOR ALLIES

Great Gap Torn in Enemy on Center Line Grows.

ARMY OFFICERS HOPEFUL

Belief Expressed That It May Not Be Long Before Allies Start Drive for Rhine Valley.

WASHINGTON, Oct. 10.—The wholly unexpected extent of the German collapse between St. Quentin and Cambrai, which leaves a new strategic gap in the center of the enemy lines that were already struggling to extricate themselves and go back to shorter front, has given rise to the belief here that there is even the possibility of a crushing and immediate military victory for the allies.

Should the French to the south or the British to the north also succeed in breaking through before the Germans can complete an extensive retirement, the capture or destruction of a whole enemy army group might be realized. In the opinion of observers here the situation today has striking limitless possibilities, and Marshal Foch is virtually certain to concentrate every ounce of power at his command for a final coup.

Germany May Soon Be Invaded. The smashing victory of the Anglo-American forces north of St. Quentin because it now appears certain that the enemy will be forced far back all along the front in Northern France and Belgium within the next few days. While the constant hammering kept up in the north to pin the German armies there, it might be possible, it was said, to deliver a new stroke on the Alsace-Lorraine front that might swiftly develop into an invasion of Germany itself by way of the Rhine Valley.

Rhine Valley Is Eyed. It does not appear likely, however, that the Rhine drive plans, if there are such plans, will develop until the situation clears in the north. Should the German armies escape the triple trap between Verdun and the North Sea, however, and establish a line on the Meuse front, many officers are confident that the center of attack will swing suddenly to a drive into Germany itself by the shortest route—the Rhine Valley.

For the moment attention is concentrated on the startling forward rush of the Anglo-American forces which have broken through the great St. Quentin-Cambrai defensive zone. To the south it is known that the enemy is straining every effort to hold up the French along the Sûppre River. All but one of the 24 good German divisions on this front, it has been reported, are now in the front lines. Should the French reach and pass the Aisne, as they threaten to do, the enemy forces in the Laon pocket apparently would be in desperate straits.

Center in Bad Way. Still farther east to the Meuse and beyond, French and American forces are now in a position to deliver an even wider menace, and to the north Lille, Belgium, French and British troops have driven forward another step. To no part of the line, apparently, can the hard-pressed center turn for reinforcements and relief on a scale that would more than delay the advance at any point.

The spearhead of the British advance was at Le Cateau today. That would mean that the Anglo-American effort has forged ahead until the northern end of the great railway system behind the Germans is only 15 miles distant. This lateral trunk line passes through Valenciennes, Avesnes and Hirson, reaches the Meuse at Charleville and runs thence through Sedan and on to the southeast.

Yanks Have 18 Miles to Go. General March, Chief of Staff, indicated last Saturday that the cutting of this greatest single communication system of the enemy was the main objective of the American thrust west of

Send your surplus clothing to the AMERICAN RED CROSS BELGIAN RELIEF RECEIVING STATION, corner Fifth and Pine streets. It will be shipped immediately to the suffering Belgians. Consult Miss Matthews. She is here from the PICTORIAL REVIEW to help you. Sipman Wolfe & Co. Merchandise of Merit Only

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A Few Gift Suggestions. CAPES AND STOLEES. Near Seal Stole... \$32.50. Hudson Seal Cape, with squirrel collar... \$100. Mole-skin and Ermine Cape at... \$300. Hudson Seal Cape, with sable squirrel trimming and collar... \$125. Sealine and Nutria Cape, \$75. Baby Lamb and Marten Cape... \$150 and \$325. Baby Lamb Cape... \$75. Muffs to Match Scarfs and Capes... \$25 to \$40. Children's Sets priced... \$2.50 to \$25. ANIMAL SCARVES. Taupe, Black and Brown Fox... \$42.50 to \$125. Manchurian Wolf Scarf at... \$35. Natural Skunk Scarf... \$75. Brown Lucille Fox, \$50 and... \$100. Black Coney and Kit Coney Scarfs... \$12.50 to \$20. Iceland Fox Sets... \$25. Muffs to Match Scarfs and Capes... \$25 to \$40. Children's Sets priced... \$2.50 to \$25. Fourth Floor—Lipman, Wolfe & Co.

THE ALLIES ARE MAKING WONDERFUL ADVANCES. —And as the battle line changes you can see the NEW LINE ON THE WESTERN FRONT ON OUR LARGE WAR MAP SEVENTH FLOOR. A Sale of Sterling Silverware. —150 pieces offered without consideration of their actual value for quick clearance— AT ABOUT THE PRICE OF THE BASE METAL. —This affords a wonderful opportunity for gift choosing now at tremendous saving. GROUP 1—\$3.75. Bonbon, Corkscrews, MacLaren Cheese Coasters, etc. GROUP 2—\$6.75. Bonbons, Baskets, Comports, Catsup Bottles, Oil and Vinegar Coasters, Ice Tubs and Baskets. GROUP 3—\$2.00 to \$36.67. Openwork Vegetable Dishes, Fruit Baskets, Comports, Fruit Bowls, Berry Bowls, Sandwich Trays, Sugar Sifters, Horseradish Relish Jars, Coasters, etc. Sixth Floor—Lipman, Wolfe & Co.

the Meuse. The Americans are within less than 18 miles of the road now at a point nearly 100 miles in an air line from the point where the British threaten it on the north. Should this line be broken by the Americans now moving forward on both sides of the Meuse, it would cut the German western front in half. Such a move might be considered vitally necessary to the launching of a blow at the Rhine valley. The German troops in the north could offer little help if that lateral rail system that has stood present law, the clocks would be turned back an hour on October 27.

TRESPASS WARRANT OUT. Widow of O. G. Laberee Seeks Arrest of Son and Daughter-in-Law. KLAMATH FALLS, Or., Oct. 10.—(Special.)—A warrant for the arrest of Mr. and Mrs. B. R. Laberee for alleged trespass on the Laberee premises at Bly, was issued at the instance of Mrs. O. G. Laberee, widow of the late Bly stockman, Monday evening. B. R. Laberee is a son of O. G. Laberee and came here with his wife on hearing of his father's death. The couple arrived Saturday night from Seattle and left here for the Bly ranch Monday morning. O. G. Laberee was a prominent Seattle capitalist previous to his removal here three years ago.

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