

1,250,000 AT FRONT OR ON WAY THERE

Transport of American Troops
in Current Month Likely to
Reach 300,000.

U. S. FIGHTERS REACH ITALY

Trained Combat Troops Dispatched
From France—Formation of
Two Additional Army
Corps Announced.

WASHINGTON, July 27.—The United States has in France and on the ocean bound for great battle fronts abroad a total of 1,250,000 men. American fighting forces are reaching Italy.

With 50,000 troops sent last week, the number of American soldiers transported overseas during July is expected to reach a record of 300,000, Secretary Baker and General March, chief of staff, today told members of the Senate military committee.

Trained combat American troops from France have begun to arrive in Italy, General March announced today. Neither the number nor the place where they are to be used has been communicated to the War Department, the general said.

Secretary Baker told the Senators that he did not believe the torpedoing of the Justicia would interfere with the transporting of American troops.

753 Airplanes Completed.
Secretary Baker said so far 753 of the Haviland-four airplanes have been completed in this country and more than 400 shipped to France. The last report from General Pershing said 67 had been received, but he had made no report regarding the number actually now in use on the American front.

Secretary Baker said General Pershing had criticized some of the Haviland machines, suggesting structural changes. Five thousand heavy Browning machine guns, Secretary Baker said, have been completed, but have not yet been sent to General Pershing. Quantity production of both the heavy and light Browning, he added, is increasing.

Two additional American corps have been organized in France, General March announced. They are the Fourth and Fifth.

Corps Assignments Made.
In announcing the formation of two more army corps, General March explained that the divisions comprising them and other corps are assigned to leave this country to be mobilized as corps when their training has been completed.

With this understanding he said the 83d Division, National Army (Major-General E. F. Glenn); 89th, National Army (Brigadier-General Frank L. Winn); 27th, National Guard, (Major-General William S. Farnsworth); 29th National Guard, (Major-General Charles G. Morton); 90th, National Army (Major-General Henry B. Allen); 92d (Negro), National Army (Major-General C. C. Ballou), have been assigned to the Fourth Corps.

The Fifth Army Corps includes the Sixth Regular Division (Major-General George Le R. Irwin); 36th, National Guard (Major-General William S. Farnsworth); 79th, National Army (Major-General Joseph E. Kuhn); 85th, National Army (Major-General C. W. Kennedy); 91st, National Army (Brigadier-General Frederick S. Foltz, temporarily in command); and 78th, National Army (Major-General Henry C. Hodges, Jr.).

Division Makeups Announced.
General March also announced the composition of the first four regular army divisions, among the 26th to be sent to France.

First division, 16th, 18th, 26th and 28th Infantry; Fifth, Sixth and Seventh Field Artillery.

Second division, Fifth and Sixth Marine Regiments; Ninth and 23d Infantry; 15th, 16th and 17th Field Artillery.

Third division, Fourth, Seventh, 20th and 38th Infantry; 19th, 18th and 22nd Field Artillery.

Fourth division, 39th, 47th, 56th and 59th Infantry, and 13th, 16th and 77th Field Artillery.

General March announced the temporary commanders of the five corps as follows:

First Corps, Major-General Hunter Liggett.

Second Corps, Major-General Robert L. Bullard.

Third Corps, Major-General William M. Wright.

Fourth Corps, Major-General George W. Reed.

Fifth Corps, Major-General Omar Bundy.

Major-General John Ruckman has been assigned to command the North Atlantic Coast Artillery district, General March announced.

General March said the 32d National

"Who Will Win This Battle?"

Your kidneys are the filters of the body. If they become inactive and fail to eliminate the waste matter, they are apt to throw the whole mechanism of the body out of order, thus toxic poisons can accumulate in the system and be as deadly as snake venom.

Besides causing the minor ailments of rheumatism, sciatica, lumbago and backache, neglect of the kidneys is apt to develop into more serious diseases, such as diabetes or stone in the bladder.

Rid the body of toxic poisons—clean the bladder and kidneys and cure the twinges of rheumatism with Anuric and you win the battle of life.

Anuric was first discovered by Dr. Pierce, and has benefited thousands of sufferers as well as appeased and eliminated the ravages of the more serious kidney diseases. Now procurable at any good drug store, or send direct to Dr. W. M. Pierce, Buffalo, N. Y., 10 cents for trial package.

Mrs. B. G. COKER says: "When I commenced the treatment of Anuric I was in bad shape. My back ached all the time and oh! how my back would ache at night until I would have to get up. I could never sleep all night. But since I have taken the Anuric Tablets my backache is all gone and I can lie down and sleep good and sound all night. Oh! how much better I do feel—no one knows but myself. My advice to all sufferers of kidney troubles is to give Anuric a trial and they will find relief from their trouble."

Shipyard Worker Arrested.
Dwight R. Bascom, employed at the Foundation shipyard, was arrested yesterday by Deputy Sheriff Ward and Schirmer on a telegraphic warrant issued by Sheriff Gage, at Coquille. Bascom is wanted at the seacoast town for contempt of court. He is held for the arrival of a deputy.

PIONEER STAGEDRIVER CELEBRATES GOLDEN WEDDING.



Mr. and Mrs. E. J. McClanahan

EUGENE, Or., July 27.—(Special.)—E. J. McClanahan, one of the drivers of the California and Oregon overland stage before the coming of the railroad, and Huldah Smith McClanahan celebrated their golden wedding anniversary Friday at the McClanahan residence in Eugene, where they have made their home for half a century.

Mr. and Mrs. McClanahan have two children, Mrs. Ella Houston, of Santa Rosa, Cal., and E. E. McClanahan, of Los Angeles, and two grandchildren, Eugene Houston, of Santa Rosa, and Mrs. Florence Boggs, of Oakland, Cal.

Guard division, composed principally of Michigan troops and commanded by Major-General Haan, is now in the Vosges on a quiet sector.

BIRD CARRIES CODE NOTE

Mysterious Message Found on Leg
of Quail at Albany.

ALBANY, Or., July 27.—(Special.)—A bird which was apparently a species of California desert quail was picked up at Jefferson tonight with a mysterious code message tied to its leg. The message, consisting of letters and numerals, with a dash between each, was written on a leaf torn from a small account book and apparently had been exposed to the elements some time. It was tied to the bird's leg with an olive drab string. Mrs. Henry Powell, of Jefferson, picked up the bird, which died from exhaustion soon after being found. The bird did not resemble a carrier pigeon. Its body was brought here this afternoon and ornithologists believe it a kind of quail.

KAISER REASSURES TROOPS

His Majesty Sends Message That He
Will Watch Battle.

AMSTERDAM, July 27.—Emperor William, who, according to his favorite correspondent, Karl Rosner, watched the battle of Rheims from a tower, which gave him a good view of a wide sector of the front, sent his troops from this vantage point. Rosner reports, the following telegram:

"His majesty informs his troops that he has arrived behind the front of the attack and shall watch the battle from a tower. His majesty's good wishes accompany his troops.

"His majesty's word to his troops is: 'With God for the Emperor and the empire.'"

RYAN ON MOUNT RAINIER

Head of Aircraft Production Will
Meet With Lumbermen.

TACOMA, Wash., July 27.—(Special.)—John D. Ryan, head of the aircraft production plant, arrived in Tacoma this afternoon on his way to attend the semi-annual meeting of the West Coast Lumbermen's Association at Paradise Inn, Mount Rainier. His private car was shifted to the Tacoma Eastern and he continued his journey to Ashford.

In the private car Anacosta, with Mr. Ryan, is Major-General William L. Kenley, Federal director of military aeronautics. Kenneth Ross, assistant to Mr. Ryan, and Colonel Bruce P. Disque, in charge of the production of aeroplane spruce lumber in the Northwest, already are on the mountain.

Portland Man Promoted.
CAMP LEWIS, Wash., July 27.—A telegram received here today from Washington, D. C., announces the promotion of Sergeant Horace L. McCoy, a Portland attorney, to the rank of Second Lieutenant in the Adjutant-General's department.

Lieutenant McCoy's rise has been rapid. He arrived here with a draft contingent from Portland in April and was promoted to the rank of sergeant on June 12. For a short time he was on duty with the mustering office and later transferred as assistant to the camp finance officer. He will continue there.

Barbecues Are Banned.
EL PASO, Tex., July 24.—Barbecues where juicy meats are roasted over oak wood fires and served with great slabs of bread and sweet pickles, have been banned for the period of the war. State Food Administrator Paden has ruled that barbecues waste meat and bread and has asked that societies and conventions abandon this method of feeding crowds until the end of the war. This order ended a custom which has long been famous in the cattle country, where whole hives and lambs and pigs have been roasted to feed crowds attending public gatherings.

Elinor L. Cole Dies.
Elinor L. Cole, 404 Thirty-first street North, died Saturday after a brief illness. Mrs. Cole has lived in Portland since 1914. She is survived by her husband, Bartlett Cole; a son, Bartlett Cole, Jr.; two sisters, Genevieve and Martha Field, of Portland; two brothers, Marshall Field, of Dillon, Mont., and Chester Field of Osage, Wis. She was a member of the Congregational church. The funeral services will be held from the chapel of J. P. Finley & Son, at Montgomery and Fifth streets Monday at 2 P. M. Interment will be in Riverview cemetery.

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PACIFIC COAST LINE IS LONG NEGLECTED

Charting of Waters Along
Shore Urged by Superin-
tendent of Coast Survey.

WORK VITAL FOR SAFETY

Uncertainties of Currents, Known
to Exist, but of Unknown Width
and Velocity, Menace to
Commerce and Lives.

OREGONIAN NEWS BUREAU, Wash-
ington, July 27.—(Special.)—"We have
already waited too long, the Pacific
Coast has been woefully neglected, and
years of work are required to complete
this important task. It is vital for
the safety of the traveling public, our
commercial interests, and our Navy,
that there be no further delay in recog-
nizing the needs, and providing ade-
quate facilities for pushing the work."

These are the words in which Super-
intendent E. Lester Jones, of the Coast
and Geodetic Survey, closes a special
report on the subject of "The Neglected
Waters of the Pacific Coast." In his
report Mr. Jones shows that most of
the Atlantic Coast line is chiefly
of mud or soft formation, with slight
elevation and comparatively low ocean
swell, while the Pacific Coast is most-
ly rocky and precipitous, with large
breakers prevalent on the beaches,
making landing difficult and danger-
ous. The Atlantic Coast has natural
harbors at frequent intervals, while
there are few such harbors on the Pacific.

"The above unchangeable conditions,"
says the report, together with the pri-
mary importance to our country of the
commerce of the Pacific Coast, furnish
unanswerable arguments why the
neglected Pacific Coast waters should
be well surveyed without further delay,
and otherwise protected for the per-
petual safeguarding of human lives, the
vessels they travel on, the Navy, and
property in general."

Evidence of Neglect Striking.
One of the striking evidences of
neglect of the Pacific Coast is a chart
which shows that in 70 years the Gov-
ernment has surveyed only 27 per cent
of the coast waters of California, 15
per cent of the coast waters of Oregon,
and 44 per cent of the coast waters of
Washington, while in the past 20 years
64 per cent of the coast waters of the
Philippines have been surveyed.

In addition to the roughness of the
coast line and the difficulty in deter-
mining locations during fog, rain or
snow, the Coast and Geodetic Survey
mentions the currents as a special
reason why care must be taken in
navigation.

"There may be some localities in the
world where, if point B is 100 miles
south of point A, the navigator, know-
ing that the speed of his vessel is 10
miles per hour, can steer south from
A through fog for ten hours and feel
certain that his vessel is at point B.
But the Pacific Coast is not one of
them. If the navigator tries that
method here, at the end of ten hours
he may be anywhere from 120 to 130
miles south of point A, and four to
eight miles on either side of his in-
tended track. In other words, the
chances are about even that he will
be ashore."

To illustrate the uncertainties of the
coast currents and the need for accu-
rate data, the report cites the fact that
Professor George Davidson, for many
years an officer of the Coast and Geo-
detic Survey, and later professor of
geography in the University of Cali-
fornia, spent many years engaged on
hydrographic and geodetic surveys on
the Pacific Coast, during which time
he devoted a great deal of study to
the subject of coastwise currents. As
a result of his studies, Professor David-
son concluded that there existed, from
50 to 100 miles offshore, a southerly
setting current of unknown width and
velocity, and that inside of this, fol-
lowing closely along the general trend
of the coast, was a northerly setting
current which he named the "Davidson
Inshore Eddy Current."

Wreck of the Bear Recalled.
It is explained that while the fact is
known that these currents exist, the
characteristics of the currents are not
known in sufficient detail to enable
the navigator to avoid disaster when
operating in a fog or storm. It is
also shown that the usual rules regard-
ing the courses of currents do not
prevail on the Pacific and that naviga-
tors are not safe in relying upon the
usual theories. As an illustration, it

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is pointed out that a vessel going from
Seattle to San Francisco may be af-
fected by currents having a speed up
to 3 1/2 knots per hour. At even a lesser
rate of current than the unusual maxi-
mum, a vessel whose course had been
steered by dead reckoning might be 30
miles ahead of or behind the location
indicated.

An instance of disaster due to inade-
quate charts is cited in the case of
the Bear, which went ashore near Cape
Mendocino in June, 1916, causing the
loss of six lives and a vessel which
today would be worth \$1,000,000. If
surveys had previously been made, and
the charts had shown the depths of
water, the navigators would have
avoided the disaster. The ascertain-
ment of depths and the publication of
dependable charts is the work most
urgently recommended.

TEXAS MAN KILLS SELF

CHARLES ZIEGLER LOSES MONEY
IN MINING DEAL.

Despondent Man Fills Pockets With
Auto Part and Scrap Iron and
Leaps Into Bay.

MARSHFIELD, Or., July 27.—(Spec-
ial.)—Charles Ziegler, boniface, plunger
and cafe proprietor, well known
throughout the Southwest in Albu-
querque and El Paso, committed suicide
here by weighting himself with a
heavy automobile part, filling his
pockets with scrap iron and then jump-
ing into the waters of Coos Bay. His
body was found 10 days later. Identifi-
cation was made through a checkbook
and clothing.

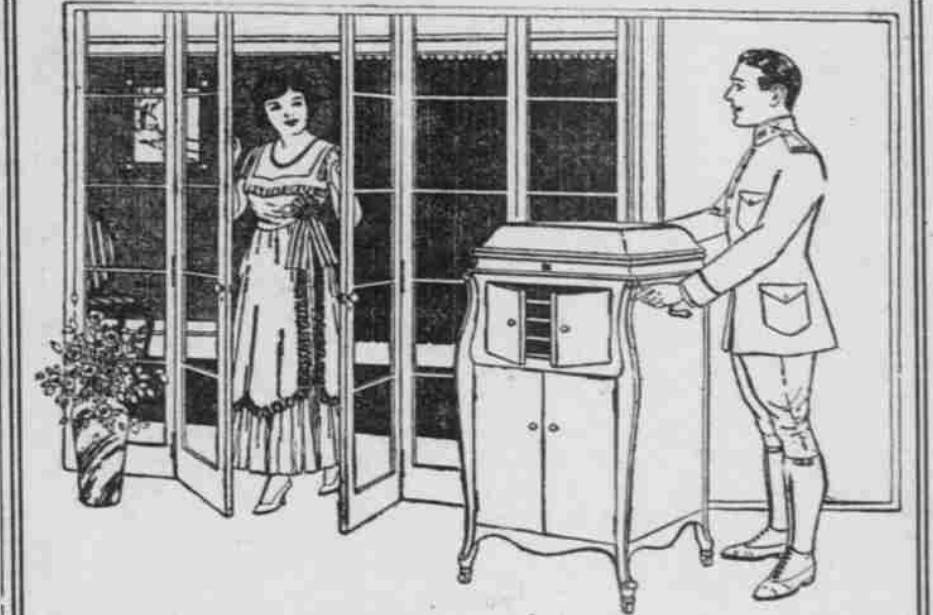
Mr. Ziegler had been on Coos Bay a
few weeks and told friends here he
had recently lost \$50,000 in a mining
deal. He also was in ill health. He
owned considerable real estate in
Marshfield, including a business lot on
Broadway, one of the principal thor-
oughfares. He was of German birth.
Losses and illness are believed to have
been the contributing causes of his
suicide.

His wife and son at El Paso were ad-
vised of his death by A. R. O'Brien,
who knew him in the Southwest when
Ziegler's place was headquarters for
political propaganda. Mr. Ziegler had
\$3600 when he came here, but drew out
\$3000 and forwarded it to his wife and
son and later sent the remaining \$600.

Face Famine in Texas.
EL PASO, Tex., July 24.—There is a
famine in faces here, barbers declare.
They claim they are shaving only half
as many faces now as they were before
war was declared. They partially ac-
count for this fact by the selective
draft, which took away the young men

who were liberal patrons of the barber
shops. Wartime economy has added the
purchaser does his shaving at home
its share to the burdens of the bar-
ber, for the 25 cents required for a plentiful, one head barber added.

shave is used to buy thrift stamps, and
shops. Wartime economy has added the
purchaser does his shaving at home
its share to the burdens of the bar-
ber, for the 25 cents required for a plentiful, one head barber added.



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