

OREGON SUFFRAGE ASSOCIATION SEEKS AID OF ALL WOMEN

Wants to Mobilize Women of State to Take Organized Part in War.

TO WORK WITH RED CROSS

Conservation of Food Resources and Stimulation of Production Some of the Tasks to Be Undertaken.

Women, will you help?

This is the appeal addressed to the women of Oregon by the Oregon Equal Suffrage Association, which has begun to mobilize the women of the state to take an organized part in the war.

Cooperation with the American Red Cross, conservation of food resources and stimulation of production are some of the tasks to be undertaken.

Cultivation of every available vacant lot and plot of ground, so as to increase production of garden truck and vegetables, is urged, so as to counteract as much as possible rising war prices and war shortages.

Under the direction of the Oregon Equal Suffrage Association it is hoped to systematize and coordinate this work, surplus products being given over to the association for sale.

Landowners who are willing to turn over vacant lots and other pieces of land for intensive cultivation at the hands of worthy people, selected by the association, are urged to cooperate in the movement.

Seeds are also desired, as are the services of women to assist in carrying on the business organization and direction of the plan.

It is possible that the association will secure a large tract of land which it will handle and place under cultivation itself.

Women are also wanted as members of the American Red Cross, and as volunteer workers to make bandages and surgical dressings.

Women who are willing to help are urged to communicate with Miss Laura E. Cavers, 408 Platt building.

WILSON WILL INSIST ON CONSCRIPTION FOR THE AMERICAN ARMY

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convinced that the plan advocated by the president will carry by a substantial majority in both senate and house. But it is hoped to prevent any extended debate, as the administration is very anxious to get the work of raising the army under way as soon as possible.

Many Volunteers for Navy.

Meanwhile the volunteer plan in operation for the navy is working out well. The fact that it is recognized everywhere that for the first year at least of the war, the navy will bear the brunt of any fighting that takes place has stimulated recruiting everywhere. This week every community in the country is working overtime assisting in the recruiting movement and the response admittedly is gratifying to officials.

The legislation increasing the enlistment personnel of the navy to 100,000 men and the marine corps to 20,000 will probably be passed by both

Tuesday and Wednesday Only

the senate and the house by the end of the week and the recruiting officials of the navy are already ready to take advantage of it.

BRITISH GAIN NEW GROUND FROM KAISER

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troops are now facing the Hindenburg defense. The fighting had not slackened in the slightest degree today. The troops are immensely pleased to be moving again after the inaction of trench warfare.

American Bagtime Played.

The "spring offensive" comes, oddly enough in the coldest April weather in 50 years; to the accompaniment of a gale of blowing snow and sleet which bites stinging into the faces of the men, but fails to dampen their spirits.

When the "push" started one could hear thousands marching through the blackness of the night singing and joking. The Canadian divisions, be it noted, tapped along to the lively music of American bagtime.

Prisoners continued to pour back of the lines today—most of them Wurtembergers, Hamburgers and Bavarians. They appeared quite cheerful—even the many officers in the bunch.

BRITISH SUCCESSES INCLUDE CAPTURE OF FAMED VIMY RIDGE

London, April 10.—(U. P.)—Bitter fighting marked the continuation of Field Marshal Haig's forward smash in the great spring offensive today.

The British commander-in-chief reported 9000 prisoners and 40 guns as yesterday's capture in the first days of his tremendous sledge-hammer smash.

"We seized the village of Pampoux and also the neighborhood defenses to the north and south of the Scarpe," the report continued. "After an intense bombardment the enemy at night attacked on a narrow front southeast of Ypres and succeeded in reaching our support line. They were immediately ejected leaving several dead."

Counter Attacks Repulsed.

Repulse of all counter attacks in severe fighting on the Vimy Ridge was also reported by Haig.

"There was severe fighting during the night at the northern end of Vimy Ridge," he said. "The enemy was ejected and a counter attack by them failed. The eastern slope was cleared and counter attacks repulsed."

"In the neighborhood of St. Quentin," the report continued, "the enemy was driven from the high ground between Le Verguier and Hargicourt."

Pampoux is about three and a half miles northeast of Arras, in the direction of Ypres-En-Artois and Douai.

Near Main Line.

Hargicourt is on a line with Fresnoy-le-Petit, Pontu and Maisemey, all about two and a half miles distant from the main line of German communications between Cambrai and St. Quentin.

England was prepared today for vast casualty lists, but steered to sacrifice by knowledge that Field Marshal Haig's sledgehammer blows have cracked the steel of the German line around Arras, and his wedge seemed likely to split the enemy front still further apart.

Actually the British are operating over a front of close to 50 miles. It was on a section of nearly 15 miles frontage that Haig yesterday struck his mightiest blow.

Vimy Ridge Important.

Not only was the taking of Vimy Ridge hailed here with satisfaction on sentimental grounds, but it was pointed

out that domination here destroys all hope of the German's favorite plan of outwacker tactics—Vimy Ridge being the "swiveling" junction point of the two pincer-like arms heretofore forced north and south by the Teutons. Moreover Vimy Ridge commands the rich coal and industrial section of France. With this position in British hands the Teutons' grip on the section is immediately menaced. And Germany desperately needs the coal and metal there.

German Flank in Danger.

A little further penetration of the German line on this 12 mile front and the Germans will be in grave danger of having their flank turned. Indeed, front dispatches today carried rumors of a vast plan of retirement by the Teutons, indicated in wholesale burning of villages from Lille to around Verdun. The Germans must keep their line straight. "Kinks" are dangerous when those twists are tied by the tremendous drive of the British offensive. They strain the whole line and the Germans evidently realize that, with the great resources in men and metal shown by Haig, a penetration to any distance would open a gap that would be fatal to their whole line.

Great Evacuation Expected.

The large consequence of the new drive, however, experts believe will be the evacuation of the Germans of at least four times as much French territory as has been given up since the beginning of this year. It may carry them back behind the Meuse and the Argonne forest, and thence due west to Lille and Cambrai.

While the big offensive was launched on the northern end of the line, the British also advanced farther toward Cambrai and St. Quentin today. In the direction of the former city they stormed the villages of Hermonville and Vieux-Vermand, and the Havrincourt wood, while in the progress toward St. Quentin, they captured Fresnoy le Petit and advanced southeast of Le Verguier.

BATTLE FIERCER THAN THAT OF VERDUN, IT IS REPORTED FROM FRONT

London, April 10.—(I. N. S.)—The allies' "big push" of 1917 is under way. A battle fiercer than Verdun and the Somme is raging on a front of more than ten miles between Arras and the region south of Lens with the initiative, success and prospects all on the side of the British.

Up to early Monday evening more than 5000 Germans had been taken prisoners in less than 12 hours. The Teuton lines between Arras and Lens had been penetrated everywhere, and "satisfactory progress" is being made at all points, General Sir Douglas Haig reports.

Famous Ridge Carried.

Vimy ridge, the famous bulwark against which vain assaults cost the French 100,000 casualties in 1915, has been carried by storm in the initial onrush of the British.

The British are taking the attacking force are Canadians. On the German side the brunt of the attacking waves was borne by Bavarians, Wurtembergers and Prussians.

The British losses are described as comparatively small.

At 5:30 sharp Monday morning the great attack was underway. The battle continued throughout the day. As in the Somme drive of last summer no rest is expected to be allowed the Teutons.

British Report Indefinite.

The Berlin war office disposes of the new offensive with this paragraph: "A battle around Arras began this morning after several hours' drumfire and still continues."

All Easter Sunday and throughout Monday night the way for the storming columns was paved by volcanic British bombardment, a bombardment which increased in fury with every hour until at its height, just before dawn, it made the cannonades of Verdun sound like skirmish firing.

Since last Thursday British fliers had explored the topography and the strength of the German positions. In the mightiest and most spectacular air clashes seen since the outbreak of the war many thousands of detailed photographs had been taken. Thus, when the Canadians hurled themselves forward into the great spring drive Monday morning they were not tapping in the dark.

Teutons Are Surprised.

British front accounts agreed that the attack came as a surprise to the Teutons. Shortly after midnight, when the drumfire rose to unprecedented fury, fiery rockets shot up from the shell-holed Teuton lines, distress signals equivalent to the "S. O. S." of the sea. But evidently the warnings were

too late, for when the infantry smashed forward the German lines crumbled swiftly under the onslaught and there was considerable disorder.

From a strictly military viewpoint, experts are not inclined to appraise the German advance too seriously. For ever since the fall of Croisilles, southeast of Arras, this move on the part of the British and subsequent German retirement on the Arras-Lens line became inevitable.

The new British attacking front lies directly north of the line of the recent German retirement. An ugly salient southeast of Arras, created by the fall of Croisilles, made the whole front virtually untenable in the face of any concerted drive such as that now under way.

To the Germans the withdrawal now believed certain, entails the loss of the rich coal fields around Lens. It is considered certain that the mines have been completely destroyed so that no advantage may accrue to the entire economically.

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Berlin Admits Reverse.

Berlin, via London, April 10.—(U. P.)—"The English, after several days' activity yesterday morning attacked us and succeeded as a result of hard fighting, in penetrating our positions on the line radiating from Arras," declared today's official statement. "They did not succeed in breaking through."

"Southeast of our position," the statement said, "we penetrated beyond the third English defense lines, blew up shelters and brought back 50 prisoners and seven machine guns and mine throwers."

"In stubbornly resisting an enemy of superior force two of our divisions suffered considerable losses," the statement continued.

AMMUNITION PLANT NEAR PHILADELPHIA SUFFERS EXPLOSION

(Continued From Page One.)

to approach near to the actual scenes of the explosions. Many ambulances with doctors and nurses from Chester and other points were arriving at Eddystone at 11 o'clock.

Reported Injured.

A report received at Chester stated that not less than 50 men had been killed and estimated the seriously injured at 200. The report came direct from the scene, but it was admitted that confusion still made the figures uncertain.

About 750 men were employed in the adjacent Philadelphia Works, which explosion occurred.

Many of the dead and injured are girls and women. It was stated this afternoon that 80 per cent of the employees near the explosion were women.

Plant Heavily Guarded.

Philadelphia, April 10.—(I. N. S.)—William De Kraft, secretary of the Eddystone Locomotive Works, which corporation, said that the first explosion occurred in a small outbuilding used for the loading of shells, known as "building P."

Asked if the explosion was the work of plotters, he replied:

"We have no knowledge at present how the explosion occurred."

The Eddystone munitions works were erected in 1915 at a cost of \$1,500,000. There are two main buildings 750 feet long and 250 feet wide, and a large group of smaller outbuildings. The two large buildings were used for the manufacture of shells and the smaller buildings for the loading of projectiles. More than 7500 persons were employed in the plant, which since its erection has been heavily guarded.

Since the plant was built it has shipped thousands of tons of shells to the Russians. More than 30 inspectors from Russia are in the plant at all times, inspecting munitions as fast as they are manufactured.

Iowa Plant Blows Up.

Dubuque, Iowa, April 10.—(U. P.)—James Reed, aged 70, and Maurice Hoyne, 55, were killed in a mysterious explosion at the earlier of the Eastchester Manufacturing company's plant here today. Fire following caused \$10,000 damage and put the plant out of commission.

AMERICAN LINER HITS FLOATING MINE BUT REACHES PORT

(Continued From Page One.)

cials of the International Mercantile Marine received cabled reports of the mining of the American liner New York stating that about 30 passengers had been landed at a British port.

"The damage," an official said, "according to our cables was confined to hold No. 4, which is one of the ship's 15 watertight compartments. Evidently the bulkhead system of the ship worked perfectly."

LIST OF PASSENGERS AND OFFICERS GIVEN BY COMPANY'S OFFICE

New York, April 10.—(U. P.)—The New York called March 31 from an American port. Her passenger list, as announced by the American line, follows:

First Class.

Barker, H. M. Granville, New York; Clayton, Edward, England; Curtis, John M. (American citizen), New York.

Dowling, Mrs. Maude Augusta (American citizen), New York; Gamble, R. H. (American citizen), New York.

Greentree, Arthur, England; Hazlett, W. A. V. England; Jones, Archer G. (American citizen), Richmond, Va.

Jones, Mrs. (American citizen), Richmond, Va.; Richardson, T. G. England; Richardson, Mrs. England; Southwell, E. A. Great Britain; Todd, Irving, Canada.

MULTNOMAH MAN IS HIGHWAY ENGINEER



Herbert Nunn.

Todd, Mrs. Canada; Wanostrucht, D. V. Great Britain.

Carroto, F. New York; Caswell, G. H. Great Britain; Caswell, Mrs. Gracia M. New York.

Farrell, Mrs. Maria E. New York; Ford, Miss, Youngstown, O.; Forrester, F. Halifax, N. S.

Gale, Charles E. (American citizen), Philadelphia; Gery, J. New York.

Hin, C. F. N. New York; Jeffreys, W. G. New York; Jones, David.

Lawrie, Captain (American citizen), Philadelphia; Lindley, Edgar, Great Britain.

McElroy, Miss, Youngstown, O.; Macdon, Oliver, New Haven, Conn.; Parker, Benjamin, Montreal, Que.

Renter, C. J. L. St. Louis; Rawlin, L. New York; Syler, Captain J. New York.

Rev. Frank R. Jary, N. Y.; Vandenberg, A. New York.

Third Class.

Anker, Miss Elizabeth J. New York; Brain, Horace, West Frankfort, Ill.

Maclean, Miss, London, Eng.; Collins, Frederick, Cleveland, O.

Cranchi, Basilio, N. Y.; Dawe, Charles D. Cleveland, O.

Finch, Thomas H. Australia; Garfield, Mrs. Helena, N. Y.

Henshall, P. B. Ottawa, Ont.; Hooten, J. T. St. Catherine, Ont.

Jones, David, Chicago; Mackean, Phil, San Francisco.

MacLauda, Mita, Japan; Melville, Mrs. Mary, Boston.

Ninna, Nicholas, Johnson, Arizona; Powell, Arthur A. Boston.

Powell, Frank E. Montreal; Webb, Agnes, Great Britain.

Whalen, Timothy, Halifax; Whitte, Charles.

Wright, Thomas J. Toronto.

Officers.

Captain W. J. Roberts, commander, New York.

Dr. G. J. Pettit, M. D., surgeon, New York.

H. L. Lewis, chief officer, New York.

W. C. Freeman, first officer, New York.

Thomas Cartwright, second officer, New York.

W. J. Monroe, third officer, Markete, Minn.

G. L. Johnson, third officer, Worcester, Mass.

G. B. Fish, third officer, New Bedford, Mass.

J. Donaldson, boatswain.

C. Hopler, senior quartermaster, Colubia, Pa.

G. Peterson, quartermaster.

A. Johnson, quartermaster, Kalamazoo, Mich.

J. J. Wilber, master at arms, Warren, Ind.

George Courtmet, chief engineer, New York.

William Forsythe, first assistant engineer, New York.

John Stairs, second assistant engineer, New York.

Bellevue Mine Was German.

New York, April 10.—(U. P.)—Passengers on the liner St. Louis, which arrived here yesterday from England, told of how German mines had been scattered just before the St. Louis sailed on her outbound trip by a dinky little tramp vessel flying the Norwegian flag. British patrol ships finally decided the Norwegian was suspicious, overhauled her, found mines aboard, and, according to the British, promptly took the captain and crew ashore for execution.

The mine sweepers under control of the British admiralty swept the channel clean of these menaces to navigation several times daily, but the Germans have perfected a submarine mine layer, and have succeeded in releasing floating packs of explosive undetected. The favorite German trick heretofore has been to release a large number of floating mines at that time when the tide was sweeping them in toward the inner harbors and into the deep channels.

Fourteen Feet of Snow in Curry Co.

Marshfield, Or., April 10.—John R. Smith, who is in charge of a party of gold miners in Curry county, who are working far up Rogue river, writes that from February 18 until March 15 there was snowfall every day until there was 14 feet of snow in some places about the camp. The miners got about with difficulty, but had plenty of supplies. It cost the men \$5 per hundred to get flour into the place where they are camping.

HERBERT NUNN MADE HIGHWAY ENGINEER AT MEETING HELD TODAY

Unanimous Choice Though Adams Objects to Appointment at This Time.

RECORD FOR ECONOMY

New Official Is Now Highway Engineer for Multnomah County; New Place Pays \$3000 a Year.

Salem, Or., April 10.—Herbert Nunn, highway engineer for Multnomah county, and one of the builders of the Columbia highway, was today appointed state highway engineer by the state highway commission, which is in session at the capitol. He will be paid a salary of \$3000 a year. He will be asked to meet with the commission Wednesday.

Nunn was the unanimous choice of the commission, although Commissioner A. J. Adams objected to the appointment being made at this time. The commissioners announced that they favored Nunn because of his demonstrated engineering ability, his record for economy in road construction and his ability to organize.

Thompson Makes Motion.

Commissioner W. L. Thompson brought up the question of appointing an engineer at this time, saying that it was necessary because of the demands being made on the commission by various counties which are ready to proceed with paving the highways. He made the motion that Nunn be appointed.

Commissioner Adams asked that action be deferred until Chairman S. Benson said he thought it was time now to act and he seconded the motion.

"This matter should be carefully considered in executive session so we can thresh it out," said Commissioner Adams. "There are other applications which should be considered. I would rather discuss this in executive session. If we make the appointment now without making a statement as to our reasons it will be a fatal political mistake."

Decide on Appointment.

"I am offering this as official action now," replied Thompson, "but if you are talking for the press you might make your statement."

Commissioner Benson opposed going into executive session and in order to allow the commissioners to talk freely they requested the newspapersmen present not to publish what they intended to discuss.

Commissioner Adams then presented the reasons for his request for delayed action, which were discussed by all the members of the commission, but with the final decision to make the appointment at once.

All the members of the commission expressed the opinion that the appointment of Nunn was based on sound business judgment, which would overcome any criticism or objection that might be raised.

Divide on Road.

When the minutes of the last meeting held in Portland were read, Chairman Benson said he wanted to go on record as protesting against the approval of a road up the middle fork of the Willamette from Eugene to connect with the post road near Falla. He said the road would draw criticism upon the commission because of its excessive cost, and the few number of people it would serve. Commissioners Adams and Thompson voted to approve the road.

The secretary was directed to get an opinion from the attorney general as to whether 10 per cent limitation for engineering expense will include 10 per cent of the \$1,800,000 bond issue provided for in the Bean-Barrett bill to match the Shackleford fund. If it does not, the commissioners stated that the engineering work will be handicapped.

Delegations Were Present.

Many delegations were present to urge the commission to consider claims for assistance. County Judge Marsters of Douglas county asked the commission to match \$100,000 to be spent by the county on the Pacific highway. The commission favored it, but decided it would be better at this time not to make any out and out pledges.

Other delegations will be heard at a meeting to be held tonight, at this afternoon the commissioners are visiting Marion county roads.

Millionaire Ordered To Duty With Yacht

Hammond, Ind., April 10.—(I. N. S.)—R. E. Todd, president of the East Chicago company, the biggest real estate operators in the Calumet region, who offered his yacht in the use of the United States when diplomatic relations with Germany were severed, and also his services as a master mariner, has been ordered on active duty and placed in charge of a district on the Atlantic coast. Todd is a millionaire who has been his own sailing master in trans-Atlantic and coast races for years.

Milton Man Was Civil War Veteran

Milton, Or., April 10.—The funeral of John J. Hines, a veteran of the Civil war, was held Saturday, members of the Milton G. A. R. having charge of the services at the grave. Rev. M. A. Downs of the Fair Street M. E. church had charge of the services at the home. Mr. Hines was born in New York state in 1827, and served in the Union army all through the war. He, with his wife and family, came to Milton about 12 years ago. His wife died eight years ago. He was a member of the Stone River post, No. 60, G. A. R.

Teachers Hold Session.

Freewater, Or., April 10.—The teachers of the east end of Umatilla county held a teachers' institute Saturday in this city. Over 80 delegates were present. The following program was given:

Vocal duet by Misses McGraw and Smith; address, Milton Simpson, associate professor of English, Whitman college; reading, Miss Glen Whitman; address, E. F. Carlton, assistant state superintendent; solo, Miss Ethel Stockton; remarks, Principal John Washburn; address, Dr. W. D. Lyman, professor of history, Whitman college; address on "Little Things of Interest," Superintendent of Schools in Umatilla county I. E. Young; round table discussion, little school, led by Mr. Simpson, grades by Mr. Carlton.

Doctors Fail

"Terrible case of Eosinophilia—contracted when a mere boy—fought disease for ten years, with no success. Almost a nervous wreck. He took 80 bottles to clear up this disease."

"This is the best testimony of a prominent newspaper man. His name and his story in full on request. We have seen so many that almost a nervous wreck. He took 80 bottles to clear up this disease. We guarantee. Try it today. \$50, 100 and \$150."

E. D. D. for Skin Disease

The Owl Drug Co., Milwaukee Wis. Co.

Answer Now Filed In Injunction Suit

Edification Involving \$5000 on Bridge Contract in Baker County Will Be Fought to End on His Merits.

Baker, Or., April 10.—In an answer filed Monday in injunction suit, in which a temporary order was issued restraining the county treasurer from paying a \$5000 county warrant, to the Coast Bridge Co. Judge Anderson is asked to dissolve the injunction on the grounds that the debt was legally contracted, the county out of debt and has funds to pay, and that \$50,000 was due to the road fund from 1915 and