

ARMY ARE TO BE RUSHED TO FRONT

Eight General Officers Physically Below Requirements to Be Relieved of Their Commands.

NAVY NEVER IN BETTER TRIM

Thirty Interior Storage Depots for Supplies to Be Built West of the Allegheny Mountains.

Washington, March 12.—(I. N. S.)—New orders have gone forth to speed up the sending of troops to France.

In consequence, the national army, made up of men of the selective draft, are to be dispatched to Europe as fast as ships are available to transport them.

Paving the way, the war department announced Tuesday the beginning of a widespread shake-up in the commanding general officers of the selectees. No general officers are to be sent "across" that are unfit to stand the rigors of service at the front.

Eight General Officers Affected

As a result eight general officers, including five division commanders, were named by Major General Peyton C. March, acting chief of staff, as having failed to meet the physical requirements. They are to be returned to their grades in the regular establishments, relieved of their commands with stations on this side of the Atlantic.

The order to speed up are reported to have resulted from fresh appeals on the part of the allies for more American forces to help withstand the shock of the expected German offensives.

France, particularly, is said to have renewed her urgency in this respect. For this, no definite official confirmation could be obtained.

Movement Is Being Speeded

General March, "is being speeded as rapidly as possible."

The war machine took a big leap forward simultaneously with the announcement of intention to speed up the transportation of the selective army to France, cheering news broke out in all sections of the capital concerning the prospects ahead.

All former records in preparations are to be smashed. Many forebodings as to the ability of the United States to get its forces across are being dispelled.

Ships And Supplies Accumulate

From shipping board quarters and from high diplomatic sources, came assurances that the transportation situation is rapidly clearing up.

Supplies for the army, food, clothing, and other necessities, are beginning to pile up in prodigious amounts.

In the next 12 months half a billion dollars is to be spent by the war department in the erection of huge storage depots for the accumulation of supplies.

Explosives on Gigantic Scale

Plans for the manufacture of gunshells, flame-hurling devices, and powder are to be built to huge proportions.

The house naval affairs committee, having surveyed everything that the American navy has done since the United States entered the war, brought out a report declaring the floating force of the United States was never in better trim.

At all these developments was an atmosphere surcharged with the talk of war. Peace gossip was relegated to the background. In all quarters the president's message to the Russian soviets was accepted as a rallying call.

From a military standpoint the draft army is as well trained as it can be in the fundamentals of being brought on this side of the Atlantic. In France, there is a harder school through which all troops of whatever class, must go, before they can go into the trenches. It is the school of final training and the instructions can be given nowhere else.

As things stand, the selective army, it was indicated at the war department is ready now to go across. It is only a question of transportation. Legions of rugged farm lads, saw-toothed store clerks, men from offices and from ditches, have been transformed in six months into as trim an outfit, short of regulars, as ever stepped out in parade.

More Millions Are Demanded

Indicative of the tremendous preparations under way, the war department gave sudden notice to congress of its purpose to ask an addition of \$76,000,000 to the huge military budget of \$761,000,000 passed by the senate this afternoon.

To those critics in congress who should demand of the administration an accounting before it goes further in the conduct of the war, President Wilson gives scant comfort. With the scene shifting at the capitol for a resumption of attacks on Secretary of War Baker, and a bitter fight over the Overman bill and the war cabinet measure, the president made public the correspondence that passed between him and Mr.

A Common Bond

Your business associates are the directors of Oregon Life. You know all about them. They give employment either to you or to people you get business from. They, with you, are the builders of Oregon, the state that you want to see flourish.

No such common bond exists between you and any other life insurance company. Therefore, there is no excuse for you or any other citizen of Oregon taking life insurance from any company but

Oregon Life Insurance Company
Successful — Conservative — Progressive

Home Office: CORBETT BUILDING, Fifth and Morrison Sts., Portland, Ore.
A. L. MULL, Pres. C. S. Samuel, Gen. Mgr. E. N. Strong, Asst. Mgr.

BAKER EXPECTED ON FRONT TODAY

Sergeant Patrick Walsh, Who Wears Medal, Made Orderly to Cabinet Member.

Paris, March 12.—(I. N. S.)—Newton D. Baker, the American secretary of war, is scheduled to leave Paris today for a visit to the American front.

The newspaper Liberte in its comment upon the American official's visit, says that it is further proof that America intends to throw all her strength on the western front to offset the collapse of the west.

Glad to Have Begun His Friend

He was well informed upon many matters entirely apart from his profession. Within that sphere, however, his memory was stored with principles and references so that he rarely approached modern questions without a well-founded knowledge of the landmarks of legal history and precedent to guide.

By Henry G. Wales

With the American Army in France, March 12.—(I. N. S.)—Sergeant Patrick Walsh of Detroit, Mich., who recently distinguished himself during a German raid on the American front, has been selected to be orderly to Secretary of War Baker during his trip to France.

During a recent German raid on the Toul front a German captain in command of the raiders shouted into the entrance of an American dugout: "Come out, Americans!"

"I'm coming," replied Walsh.

He unslung a .45 calibre automatic pistol in his hand and fired a bullet into the German captain's body which killed him.

The incident occurred during the raid on March 12.

Walsh was among the six Americans recently decorated by Premier Clemenceau with the French war cross.

The killing of the German captain was not the only exploit of Sergeant Walsh, however.

When all of the American officers on the raided salient had been killed and wounded, Walsh took command, putting a bullet into the chest of a German, capturing him and others in a dugout.

Walsh thus saved the logbook that had been entrusted to his keeping.

Walsh has seen 30 years' service under the Stars and Stripes. He had an opportunity for retirement before coming to France but spurned it. He wears his bronze medal proudly under his trench coat and when his companions seek to "kid" him and ask him why, he invariably replies:

"Oh, I'm chilly."

JUDGE W. W. COTTON DIES WHILE IN SOUTH

(Continued from Page One)

Political affiliation he was a Republican. He was the author of Bellinger & Cotton's annotated code of Oregon laws. Three years ago he was given the monumental task of directing the valuation of the property of the Union Pacific system and its affiliated lines.

But despite his legal standing, Judge Cotton would answer any inquirer as to his occupation with a statement, "I am a farmer." He operated three farms; the Gresham, Newberg and Bachelard's island in the Columbia river. His home and residence was the big, comfortable farm at Gresham.

He took great pride in personal direction of dairying, berry growing and cannery enterprises. He believed that the people of every farming community should be accorded the rapidly increasing and other utilities of common use. He took a deep interest in dairy organization, knew exhaustively the facts of milk production, distribution and was, quietly, a directing adviser in the recent formation of the Oregon Dairymen's league.

Body Coming Home for Burial

His residence in the city until the time of his departure, under the orders of his physician, for California, was at 745 Davis street. By fortunate coincidence, J. D. Farrell, president of the O. W. R. & N. company, was near at hand, at Coronado, telegrams received today stated that Mrs. Cotton, who was at her husband's bedside when he breathed his last, was able to get promptly in touch with Mr. Farrell and secure his aid and presence immediately.

Judge Cotton's body will be brought back to Portland for burial. Arrangements were in progress today. A. C. Spencer, general attorney for the O. W. R. & N., telegraphed Mr. Farrell this morning in care of the Darby hotel, where Judge and Mrs. Cotton had been staying, asking for detailed information in order that local plans might be made.

The death of Judge Cotton came as a heavy blow to his business associates. It was also felt as a great loss to the large number of men now in successful legal practice or railroad operation whom he had helped to train.

"I can scarcely realize that Judge Cotton is gone," said J. P. O'Brien, vice president and general manager of the O. W. R. & N. company. "He was one of the men who regarded as one of the essential factors in our organization. His death makes a gap which will not be filled for a long time."

Judge Cotton was particularly kind to the younger railroad men by all of whom he was held in the highest esteem," commented Curtis G. Sutherland, assistant general manager of the O. W. R. & N., and one of the veterans of local railroad service. "Many of these owe their success to him. He was always ready to respond to appeals for advice to their betterment. He was a great friend of boys, was a director of the Boy Scouts and a strong believer in the value of that organization. Wherever his life and influence touched his loss will be keenly felt."

"The place occupied by W. W. Cotton in this community will not be filled by another," said Arthur C. Spencer, general attorney for the O. W. R. & N. "It will continue to be his and be revered and respected accordingly. When his remains are committed to the tomb he is not dismissed to the chambers of forgetfulness. He was in his profession, important and varied as were his many accomplishments, the noble attributes of character and the beautiful home life, the quiet, the helpful interest, suggestion and assistance to the younger and less resourceful, the considerate regard and respect for the feelings, rights and opinions of others, are the traits of the man by which to measure his stalwart manhood."

Wasco Fund Helps Armenian Relief

The Dalles, Or., March 12.—The Wasco county committee for the Armenian and Syrian relief work announced that, to date, the fund has reached \$182.71 in cash, and together with the \$175 that has been pledged and which will be paid later, the amounts raised in this county will total \$357.71. Max A. Vogt, president of the First National bank, and Mrs. Alexander, state representative, were in charge of the campaign.

Lovett to Direct Big Expenditures

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Restoration of \$17.50 Additional Rate to Northwest Recommended to Commission.

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Copies of this report were received today by Attorney General Brown and Public Service Commissioner Bucholtz. It is considered a blow to Pacific Northwest tourist travel, if the interstate commerce commission takes favorable action upon the recommendations.

The case was instituted by the public service commission of Washington hearing the railroads connecting with the Pacific coast and was for the purpose of having removed the discrimination imposed against the Northwest in the matter of tourist rates from Chicago and other points east to Pacific coast and return. Tourist rates by way of Portland and Seattle were \$17.50 higher than by way of southern routes.

Interstate commerce commission found the Pacific Northwest to be discriminated against and ordered the differential in rates removed. The railroads applied for and obtained a rehearing before the commission. Examiner Marshall is the result of this hearing. He recommends that the order the commission first entered be vacated.

Examiner Marshall says he finds there are more curves in the tracks of the Shasta route, which is the route tapping the Pacific Northwest, than in the tracks of the Sunset-Valley route, which is the southern route, and also heavier grade in the first named route, so the cost of operating trains over the Shasta route is greater.

The examiner argues that because of the excursion travel is coming to the Northwest, and that lower rates over central and southern routes do not prejudice tourists from taking northern routes.

Says It Makes Little Difference

"It has been noted that, of the various classes of excursion tickets issued for travel between Chicago and San Francisco during the three years of 1913, 1914 and 1915, about 4.1 per cent only were routed via New Orleans in one or both directions (and not via Portland) while those routed via the North Pacific Coast, in one or both directions, amounted to 41.6 per cent; that of all excursion traffic between San Francisco and territory east of the Mississippi and north of the Ohio and Potomac rivers for the year 1915, exclusive of the state of Illinois and the city of Chicago, 11.1 per cent was routed in one or both directions via New Orleans, while 38.8 per cent was routed in one or both directions via the North Pacific Coast," says Examiner Marshall.

These figures, the accuracy of which is not impeached, seem to show quite convincingly that the lower excursion fares over the central and southern routes, in the travel, one or both ways, through the New Orleans gateway does not, in practical effect, deter travelers from making liberal use of the northern routes and does not unduly prejudice tourists from taking northern routes.

Examiner's Conclusions

In his conclusions, Examiner Marshall finds that excursion fares between Chicago and Territory lying east thereof and north of the Potomac and Ohio rivers, on one hand, and San Francisco and Los Angeles, are results of competitive influences, and continues:

"The excursion fares applicable over the so-called central routes through Ogden, Utah, determine the measure of the fares that may be charged over the so-called southern routes, going and returning via the same routes, through the Albuquerque, N. M., El Paso, or New Orleans gateways."

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LIBERTY

BILLIE BURKE'S LAST DAY in EVE'S DAUGHTER

And then that comedy "SHERIFF NELL'S TUSSE" Mack Sennett's latest

GO! Tomorrow

VIOLA DANA in "The Winding Trail"

Henri Monet, Organist.

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TOMORROW THURS., FRI. AND SAT.

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