

YANKEE VICTORY IS CELEBRATED BY PORTLANDERS

Throngs of People Accept Mayor's Suggestion to Make All Kinds of Noise in Appreciation.

SHIPWORKERS DO SHARE

After Other People Had Quit Thousands of Workmen Surge Into Liberty Square.

"Met Boche on his line of resistance. Sharp fight. Boche turned tail and ran like hell, pursued by our troops."

Thus quoting from The Journal news dispatches on the allied offensive a speaker on a downtown corner last night addressed a patriotically noisy throng, and he but voiced the spirit of a number of other enthusiastically impromptu orators who took part in Portland's grand winning-the-war jollification. The celebration was staged on short notice, and the very haste with which arrangements were made seemed to add pep and zip to the occasion.

Nearly 600 members of the Multnomah guard, called together after 3 o'clock in the afternoon, paraded in front of the city hall, and then, in a parade and cheering and hollering and shouting. Whistles were blown and bells were rung with such vigor as to stage little individual celebrations of their own.

Shipworkers Take Part

And after the celebration was all over, or at least after the celebrants believed it over and had gone home, they returned to their homes, the night shifts from the Northwest Steel company and the Columbia River Shipbuilding company plants, some 2,000 strong, surged into the square in front of Liberty Temple with banners, more forceful than elegant in their sentiment, but characteristic of the patriotism and the stage-like behavior. These banners the workers left grouped about the temple for the edification of the Friday morning pedestrians.

At 7 o'clock the parade was in the streets, shouting, "Hurrah for the Yankee boys! The streets, sidewalks and all available standing room around Liberty temple were filled with the merry throngs. The Multnomah Military band played one American air after another, and the men, women and children "over here" waved flags and cheered every sound from the band and every sight of marching men.

Mayor Opens Big Demonstration

"Here we have gathered—men, women and children of Portland—into the streets and the sidewalks," began Mayor George L. Baker from the platform of Liberty Temple as he was greeted by continuous cheering from the throngs.

"On July 4, we gathered to celebrate the birth of freedom in America, and then we were beginning to drive back the Prussian and the Hun. On the 18th day of July, we have the contemptible Hun on the run. Two years ago the Kaiser said, 'I will have none of this trifling with America. I will crush the armies of France and England. I will take Great Britain's fleet and I will proceed to America next. We make a noise tonight in Portland, and what would the Kaiser in Berlin think if he could hear it?'"

Introduced by the mayor, Frank Branch Riley exclaimed that the contemptible, brutal, murderous, medieval Hun on the run. We will drive him to the Rhine. Shall we let him stop when we have driven him to the Rhine?"

Soldiers Will Dictate Peace

And here and there, men of other wars—veteran defenders of American freedom—expressed the feeling of the day: "Hurrah for the Yankee boys!"

"When the table of peace members assemble, the American soldier will decide the terms," said Mr. Riley, "and it will be a peace treaty made in Germany."

"We will make this old town shake tonight," spoke Mayor Baker again, when he instructed the crowds there to fall in line for a great march as the Liberty Temple meeting disbanded.

The Multnomah Guard companies formed a line of march, the band preceding. As the crowd assembled in front of the Liberty Temple, it fell in line behind the boys in khaki, and a great moving body of Americans with the characteristic morale of those "over here" and those "over there"—moved down Sixth street.

Spirit of Victory Fills City

"The spirit of 'Victory is in the air.' 'We are winning.' 'There may be reverses, but we will get 'em,' first began to rule the city sharply at 8 o'clock when the whistles of the boats on the river started. Then the bells rang from the principal towers of the city for a period of 15 minutes continuously. The crowds moved about the principal streets, cheering, until a late hour—in commemoration of the 'beginning of the end.'"

Buy Smith's Beefsteak, 18c

At 228 Alder Street.
Shoulder steak \$0.18
Tenderloin steak20
Smith's roast veal, the best ever15
Smith's fine, tasty pot roast15
For Sunday, Smith's fine stew15
Smith's veal breasts, juicy15
Plate beef and boiling beef15
Beef liver and beef stew15
Soup meat15
Smith's genuine sirloin steak20
Smith's fine porterhouse steak20
Smith's boost his veal cutlets20
Fancy loin veal cutlets25
Roast pork25
Round steak25
Calves liver20
Pure lard20
Compound25
Frank L. Smith is 228 Alder St. (Adv.)

Horlick's
The ORIGINAL
Malted Milk
Safe
For Infants
& Invalids
Substitutes
for milk
Cost YOU
Same Price
A Nutritious Diet for All Ages.
Keep Horlick's Always on Hand
Quick Lunch; Home or Office.

THIRTY THOUSAND PRISONERS ARE CAPTURED BY THE ALLIES; GERMANS BLOW UP MUNITION DUMPS

(Continued from Page One)

One American unit pressed forward so rapidly yesterday afternoon, it was learned, they overtook a party of captured Frenchmen who were working on the roads under German guards. They captured the Boches and released the French, who seized the arms of their former captors and pressed forward with their rescuers.

One American division took Vierzey and is reported to have advanced three miles beyond. (Vierzey is six miles south of Soissons and about three miles east of the original line. A three mile advance beyond this would take the Americans across the Soissons-Chateau-Thierry road.)

HUN COUNTER ATTACK SMASHED

By Fred S. Ferguson

With the American Army in the Champagne, July 19.—(U. P.)—(2 P. M.)—The battle is increasing in intensity on the whole front from the Aisne to the Marne, as this is cable.

The Americans and French are driving forward in an extended advance toward the main highway from Soissons to Chateau-Thierry, which lies from three to ten miles east of the original line.

The Germans, aided by great numbers of reserves, made a heavy counter attack on the plateau southwest of Soissons. It was bloodily repulsed.

Americans and French in that region are continuing the line they established yesterday evening, or are advancing eastward.

Cavalry already has pushed across the Soissons-Chateau-Thierry road and the infantry is driving forward to join them. Uncounted prisoners, guns and materials are still accumulating.

The remarkable transport system of the allies is enabling them to maintain a constant flow of men and supplies to the front. As the line advances, solid miles of motor trucks carrying ammunition and other material rumble forward. They return to the rear with slightly wounded men. Men and guns, rushed up on trucks, are dumped off and are in the thick of the fighting a few minutes later.

Men Advance in Relays

By Newton C. Parke

International News Service Staff Correspondent

With the American Army at the

Marne, July 18.—(L. N. S.)—(Night).—

High American officers praise the wonderful French staff work in conserving

and organizing and timing the counter

offensive. The French staff work when

the enemy's reserves were at the lowest

ebb owing to the great losses sustained

in the latest drive, and when the German

morale was lowest, owing to the failure

of the German staff to make any

appreciable progress, and furthermore

when the Germans were busy regrouping

to strike anew.

The Germans did not possess their

usual supply of reserve gas shells as they

had expended their ammunition in

preparation for a Monday attack.

The American staff work in the

French divisions holding certain

sectors and moving ahead in storming

columns, reached the objectives set for

them.

Then new assault waves came up,

"leap-frogging" the preceding columns.

The Americans held together, under-

fully pressing their units, and the

French officers who were present. This

indicates the speed of the advance

and the completeness with which the

German artillery and the German ob-

servations were smothered.

The International News Service cor-

respondent was taken in an automo-

bile down the stretch of what was

formerly "No Man's Land," paralleling

the old front.

Down near Vierzey I saw one of the

few sights afforded by this war—caval-

ry proceeding forward, debouching

through the open fields from a semi-

circular road and spreading out in fan-

like formation. Then the horsemen

thundered forward, flanking and so

surrounding a thick wood in which a

few Germans were holding out.

The Germans who attempted to es-

cape were saved.

French Official Report

Paris, July 19, 12 Midnight.—(U. P.)—

New German reserves have been thrown

into the battle to oppose the French ad-

vanced position between the Marne and

the Marne, the French war office

announced today.

The battle is proceeding fiercely. The

number of prisoners has been in-

creased.

French and Italian troops are attack-

ing between Rheims and the Marne and

have made some progress.

"Between the Aisne and the Marne,

the French, despite the resistance of

the Germans, realized a consid-

erable advance during the evening,"

Director General McAdoo Made a Trip Throughout

the Harbor. At 3 o'clock he left for Astoria and Plavet, where he will inspect

the terminal facilities at the mouth of the Columbia river.

Director General McAdoo announced

while in Portland this morning that the

railroad administration will spend ap-

proximately \$1,000,000 in betterment

of terminals and maintenance of equip-

ment.

"The Portland section has been ade-

quately provided for in this appropri-

ation, I believe," he said.

"Our equipment reserve, found pos-

sible through unified administration, is

in better shape than ever."

"Reports show that the box car situa-

tion is easier today than for years.

Fifteen thousand cars have been de-

signed for the central western grain

movement. 16,000 cars for the North

Dakota, Minnesota and Montana grain

movement.

Expects Lower Rates Possible

"While it has been found necessary to

increase railroad rates, I am ready to

give assurance that rates will be de-

creased later, the lower rates being

made possible through unified admini-

stration in spite of the fact that we

must earn an item of \$160,000,000 alone

to meet the war increases and meet the

back pay due.

"The gross profit for June of this

year was 16 per cent greater than a

year ago.

"During June the railroad adminis-

tration carried 700,000 soldiers and an

average for each of two tons of freight or

1,400,000 tons, which no one outside the

administration knew anything about un-

til it was all over.

"We have gotten our railroads on a

basis of efficiency so great that we

have freight constantly waiting on ves-

sels from the shipping board. Up to

June 3 we had moved 237,000 car loads

of freight than during the corre-

sponding period of a year ago.

Efficiency Greatly Increased

"Class 1 railroads in the month of

April, 1918, made an increase of 8 per

cent in the revenue per ton mile, or

2,785,410,549 miles, while freight train

miles were increased 703,006 or 1.3 per

cent.

"This large increase in business was

handled with a decrease of 71,844,732

freight car miles, or 5.4 per cent, which

was accomplished by loading into each

car 38.4 tons last year, an increase of

25.7 tons last year, an increase of

14.4 per cent.

"There was an average of 478.2 tons

moved by each freight train per mile

as compared with 461.8 last year, or

an increase of 3.6 per cent.

Fruit Shipments in Solid Cars

"Fruit shipments are being

handled in solid cars and trains, which

was never possible under duplicative ad-

ministration.

"Spruce for airplane parts is being

moved in solid freight trains across

the country in about 10 days and the

him in San Francisco; Joseph N. Teal

and Postmaster Frank S. Myers.

Mrs. McAdoo was welcomed by Mrs.

C. S. Jackson and spent the day as

Mrs. Jackson's guest.

Director General McAdoo was accom-

panied on his tour of terminals this

morning by Oscar A. Price, assistant

to the director general; Carl R. Gray,

director of operation; Edward Cham-

bers, director of traffic; R. H. Ashton,

regional director; J. G. Woodworth,

assistant regional director; L. C. Homan,

district director; Ralph Budd, engineer-

ing assistant to the regional director;

J. P. O'Brien, director for the O-W, R.

& N.; A. W. Davidson, director for the

S. P. & S. and J. M. Shaffer, private

secretary to the director general.

Destruction Exceeds Output

Paris, July 18.—(U. P.)—"We are sink-

ing submarines faster than Germany

can build them," Georges Leygues,

French minister of marine, declared in

an interview published here today.

"During some months we destroyed

three times the output."

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the harbor. At 3 o'clock he left for Astoria and Plavet, where he will inspect

the terminal facilities at the mouth of the Columbia river.

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