

MARCH'S REVIEW OF WEEK'S MOVES IN WAR CHEERING

German Offensive Has Passed Into Allied Offensive, With Allies Holding the Whip Hand.

U. S. HAS 1,200,000 ABROAD

Von Bohm Must Withdraw His Army From Perilous Pocket, With Possibilities of Disaster.

Washington, July 20.—General March's weekly statement on the war today was one of victory. The Franco-American counter offensive which took Rheims out of jeopardy, was along a front of 23 miles, he said. The penetration of our troops was 10 miles; the average was seven. The fall of Soissons is expected momentarily. Approximately 276,000 American troops, or six divisions, swept forward along this front. In each division, he explained, were about 27,000 fighting men. A full division, including non-combatants, numbers 45,000 men.

The six divisions were the First, Second, Third and Fourth—regular army—and the Twenty-sixth and Twenty-eighth—national guard.

American artillery is now bombarding Soissons and the fighting along the entire line is developing in intensity. The capture of about 17,000 prisoners and 360 guns, as announced in press dispatches, is approximately correct.

1,200,000 Now Overseas
And in addition to all this good news the chief of staff announced that the number of American troops now in France or embarked for there had exceeded the 1,200,000 mark.

The general announced that a regiment of colored troops was entered in the present counter-offensive along with the six divisions that make up the First army corps.

He also made known that the Illinois National Guard troops, under command of Major General George Bell Jr., who were trained at Camp Logan, Houston, Texas, have lately been in the thick of the fighting, though at another point in the line. They were the men who a short time ago went over the top with Australian troops in a successful advance, he said. They are now in an English training sector.

Hun Offensive Described
In his resume of the week's fighting the general declared that the scene of fighting had shifted from the Italian to the French front, where the enemy last Monday began an offensive along a 60-mile front.

Along the Marne the Hun penetrated from four to five miles between Chau-Thierry and Rheims, but this movement, according to the general, has been brought to a standstill.

The objective of the entire German attack, said the general, was not so much directed toward Paris or the channel ports as it was to apply the nut cracker movement toward Rheims. One of the chief reasons Rheims has fallen is because of its fortifications. It is so well organized for defense, he said, that it could put up a house to house resistance. Another reason it has not fallen has been the brilliant counter offensive by Foch which rendered the arm of the "nut cracker" incapable.

Allies Dominate Railroads
Franco-American artillery, he said, now dominates the railroads that are essential to supply the Germans in the vicinity of Soissons.

General March paid a high tribute to General Gouraud, the French commander in charge of the Champagne district. If any one deserves the term battle scarred veteran, it is Gouraud. He has been wounded five times and has lost one arm in battle during the war.

The French call him "Le Soldat" which means "Every Inch a Soldier," and he possesses a magnetism and spirit, according to General March, which makes men happy to die for him.

In answer to questions General March said the 27th division of the American army, which has been trained at Camp Dix, is now in action at Lunerville. It is under its own commander.

The 28th division, he also explained, has a large number of New Jersey recruits in addition to the Delaware and United States recruits.

No Casualty List Yet
Thus far the war department has received no information as to the number of casualties among the Americans as a result of the offensive.

In repeating General March's statement to the military committee, Secretary of War Baker today summed up the military situation on the western front.

"The German offensive has passed and in its stead there is the allied offensive," he said, "with sweeping Soissons with a rain of shells and rendering impotent the railroad supplying the Germans, war department officials believe it will be but a short time before Von Bohm will be compelled to withdraw his army from the perilous pocket it now occupies. And withdrawal, it has been explained, means a tremendous loss of both life and property to the enemy."

While the Franco-American forces now have the Germans on the run, it may be several days before the full magnitude of their advance is shown to its best advantage. If the Germans are unable to bring up sufficient reserves to stem the tide against them, it is entirely possible that the advance may assume proportions of such an extent as to bring about a retreat greater than the famous "strategic retreat" of Von Hindenburg.

Bride's Grandchildren Guests
Chester, Pa., July 20.—(L. N. S.)—The bride's eight grandchildren looked on as Mrs. Margaret Morris, 65, married Theodore E. Abbott, 61, here recently. It was Mrs. Morris' third venture in the matrimonial field.

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OREGON'S RECORD IS 131 CRAFT IN THE PAST 27 MONTHS

State's Contribution to the Chain of Ships That Will Hang Kaiser's Hopes Amounts to 583,700 Tons.

Oregon district has built and launched 131 links in the chain ships that will hang the Kaiser to the masthead of the waterlogged schooner of false hope, and in the act, has buried Hohenzollern dreams of conquest under 583,700 tons of solid Douglas fir and steel plate. All this great production record has been achieved within the brief era of the shipbuilding activity in this state, dating to all intents and purposes from the final days of 1916, or less than two years.

The history of Oregon's new industry is a remarkable one. On December 10, 1916, there were three yards building steel ships and six constructing vessels. Today there are 17 steel building plants and 17 wood shipyards, three of which have not been completed. Besides having launched 13 vessels, the Oregon district has an additional 105 ships on the ways, with a total tonnage of \$70,400. The total amount of uncompleted contracts is estimated to be in the neighborhood of \$225,000,000.

Over 46,000 Workers
It has required a faithful army of toilers to hang up the Oregon production record that today refuses to bow before that of any other district of nearly its size in the world. At the time of the last estimate of the employed population of shipyards in this district there were 41,400 men actually engaged in building ships, and not including added thousands who are in industries directly allied. This number will be rapidly increased within the next few months. On December 10, 1916, there were only 4200 men gaining livelihood in the building industry of the Oregon district.

The list of vessels launched in Oregon has been carefully kept by the Portland Chamber of Commerce, which submits the following as the record of production by yards:

- Albina Engine & Machine Works, Portland (Steel)
- Point Loma, November 3, 1917; Point Arena, November 29, 1917; Point Bonita, March 27, 1918; Point Lobos, April 11, 1918; Point Judith, May 4, 1918; Point Adams, May 11, 1918.
- Coast Shipbuilding Company, Portland (Wood)
- Barabos, April 29, 1918; Barrington, May 15, 1918; Cabeza, July 10, 1918.
- Columbia Engineering Works, Portland (Wood)
- Guanoate, May 17, 1917; Tempate, June 16, 1917; Dina, October 24, 1917; Ethel, November 15, 1917; Chiquimula, December 8, 1917; Elvira Stolt, April 13, 1918; Louisa Byrne, June 24, 1918; George, July 8, 1918.
- Columbia River Shipbuilding Corporation, Portland (Steel)
- Westward Ho, December 1, 1917; Westbrook, January 12, 1918; Westgate, January 27, 1918; West Indian, February 27, 1918; West Grove, March 27, 1918; Western City, April 30, 1918; Western Coast, July 6, 1918.
- Coe's Bay Shipbuilding Co., Marshfield (Wood)
- Coe's Bay, April 29, 1918; Cohasset, July 12, 1918.
- The Foundation Company, Portland (Wood)
- Commandant Rooin, March 20, 1918; Commandant Roney, March 20, 1918; Captains Gurneier, April 5, 1918; Lieut-

- tenant Delorme, April 18, 1918; Commandant Challos, April 20, 1918; Lieut. Branier, May 11, 1918; Capitaine De Beauchamp, May 27, 1918; Lieutenant Pegoud, May 31, 1918; Adjutant Dorne, June 18, 1918; Commandant De Rose, July 9, 1918.
- Grant Smith-Porter Ship Company (Wood)
- Bluelox, February 17, 1918; Kasota, March 6, 1918; Blandon, March 15, 1918; Holliston, March 28, 1918; Moritz, April 11, 1918; Colusa, April 12, 1918; Panama, April 17, 1918; Wakan, April 20, 1918; Caponka, April 24, 1918; Kuwa, May 15, 1918; Waukam, May 15, 1918; Neocolah, July 4, 1918; Nashotah, July 4, 1918.
- Kiernan & Kern Shipbuilding Company, Portland (Wood)
- John Kiernan, February 12, 1918.
- Kruse & Banks, North Bend (Wood)
- Florence Olson, February 27, 1917; Horace X. Baxter, March 10, 1917; Johanna Olson, April 7, 1917; Virginia Olson, July 14, 1917; Fred Baxter, September 3, 1917; C. A. Smith, October 2, 1917; North Bend, December 15, 1917; Quince, March 26, 1918; Kickapoo, April 15, 1918.
- McEachern Shipbuilding Company, Astoria (Wood)
- Astoria, October 28, 1916; Margaret, March 3, 1917; Astril, April 30, 1917; Madrugada, July 1, 1917; Pelican, August 9, 1917; Pauline, October 20, 1917; Carmen, December 24, 1917; Evelyn, January 29, 1918; Astoria, April 24, 1918; Salmon, May 18, 1918; Makanda, June 12, 1918; Benvola, July 4, 1918; Cotteral, July 4, 1918.
- Motorship Construction Company, Vancouver (Wood)
- Shepard Point, April 27, 1918.
- Northwest Steel Co. and Willamette Iron & Steel Works, Portland (Steel)
- War Baron, March 30, 1917; War Viceroy, August 2, 1917; Westland, September 14, 1917; Westwind, November 1, 1917; Westchester, December 5, 1917; Westshore, January 13, 1918; Westhampden, February 8, 1918; Western Wave, March 4, 1918; Western Ocean, March 19, 1918; Western Chief, April 20, 1918; Western Spirit, May 6, 1918; Western Light, May 27, 1918; Western Main, July 8, 1918.
- Peninsula Shipbuilding Co., Portland (Wood)
- Esperanza, December 16, 1916; Eriis, March 27, 1917; Gamma, June 1, 1917; L'Aiglon, July 21, 1917; Clackamas, February 28, 1918; Bellbrook, March 27, 1918; Anoka, April 20, 1918; Creasp, May 2, 1918.
- St. Helens Shipbuilding Co., St. Helens (Wood)
- City of Portland, April 15, 1916; Ruby, June 8, 1916; City of St. Helens, June 18,

Scarcity of Food Serious in Vienna

Zurich, via Paris, July 20.—Scarcity of food is becoming more and more serious in Vienna, according to advices from the Austrian capital. Two hundred restaurants have had to be closed, says the dispatch.

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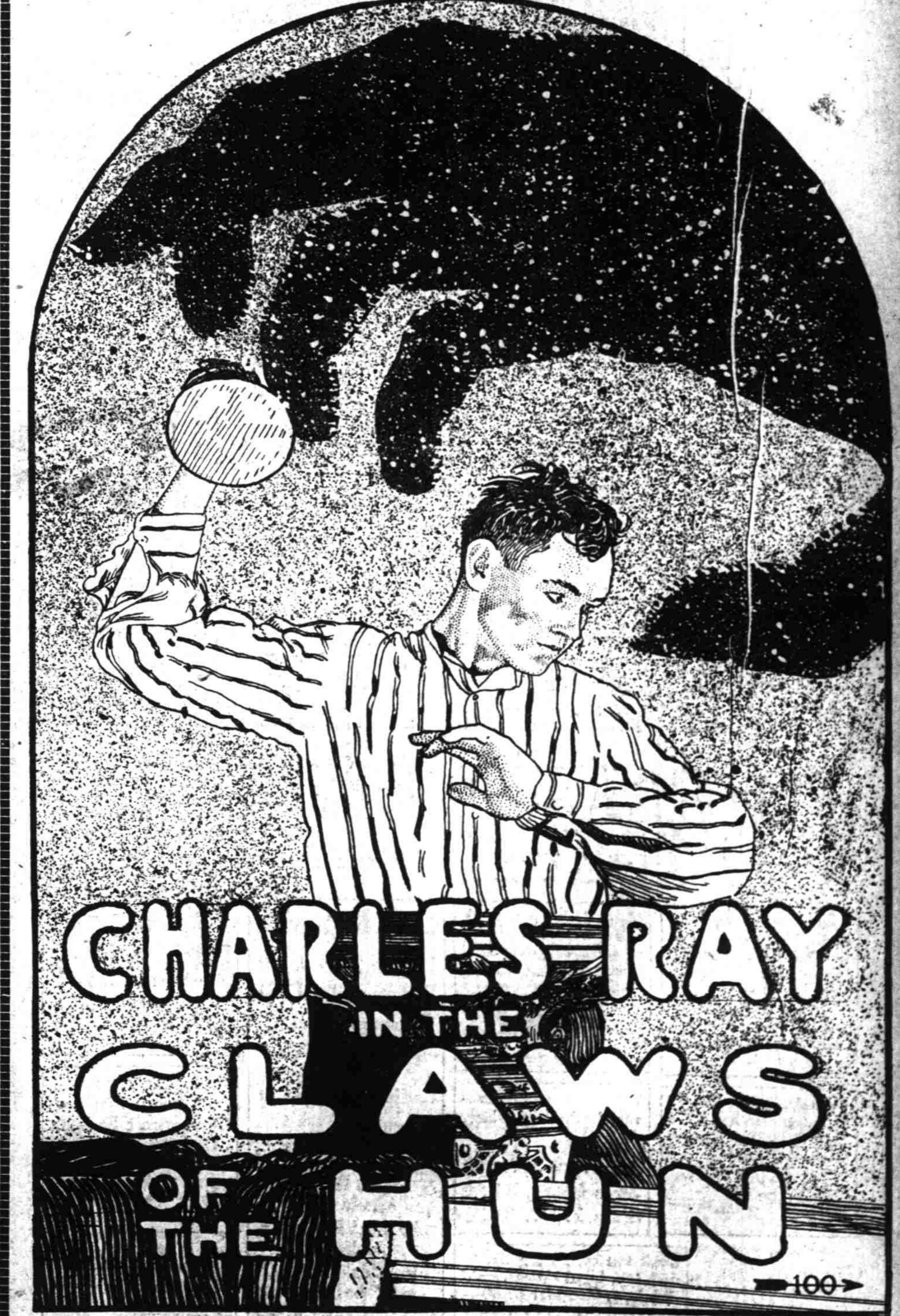
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