

GERMAN CORPS IN VERDUN DRIVE

of 280,000 Engaged in Attack on 25-Mile Front.

LARGE BATTLE OF PRESENT YEAR

May Be Forerunner of More Decisive Events—Battle Only Begun— Gain Small; Loss Heavy.

Paris—The battle of Verdun continues with growing intensity. It extends over a front of 400 kilometers (25 miles), and seven German army corps (280,000 men), are engaged. This announcement was made officially by the war office.

The official statement issued earlier in the day made reference to the energetic bombardment being conducted in that region, but referred to the infantry activity as extending over a front of only 15 kilometers (10 miles). There was violent fighting at other points on the French front as well.

"The struggle," says the War office communication, "is continued with violence against the right bank of the Meuse toward the southeast. East of this point a counter attack enabled us to retake the greater part of the forest of Causes, situated in the salient occupied by the enemy north of Beaumont."

"A strong German attack on Herbe Forest was stopped by our curtain fire. According to statements of prisoners, whole units were completely destroyed in the course of these actions.

A desultory artillery duel continues in the region of Haute Charriere and Fromerey in Torraine. In the region of Nomeny, our artillery has been active. An enemy reconnaissance of Letricourt failed to reach our lines.

In the Herbe forest we have evacuated the village of Haumont. We hold the environs after a bitter struggle in which our troops inflicted heavy losses on the enemy."

The great battle raging along the Meuse front from Etain to Malancourt is being followed with intense interest by the public. It disposes actively of the question whether the Germans would make an early offensive. The battle is the first on a large scale since the offensive in the Champagne in September and is believed to be forerunner of stirring and decisive events.

The principal fighting centers in the Meuse and thickly wooded country between Etain and Damvillers. Here 300,000 of the German Crown Prince's best infantry are engaged. The battle as yet is only beginning, but it is said already to have cost the Germans the heaviest casualties without any appreciable advance.

President and Congress at Outs Over Germany's Proposed Sea Route

Washington, D. C.—Agitation in press for action warning Americans armed ships of the European belts suddenly grew to such proportions Thursday that Democrats of foreign affairs committee voted to pass the sentiment of the house on pending resolutions of that nature.

Opposition in the senate in favor of such action also was expressed, but at the end of a day of surging tension and agitation such as has not been seen in congress in some time the word came that President Wilson still was unalterably opposed to such action by congress, and that he would only be embarrassed thereby in negotiations with Germany.

Suggestions were widely circulated that the situation had reached a point where the President soon would lay it to congress, that Secretary Lansing might in some way define the attitude of the government in a communication to Senator Stone, and that a bill had been fixed within which the United States would expect Germany to signify her intention to abandon the proposed intention to sink armed merchant ships without warning.

Cyclone Destroys Town.

Montgomery, Ala.—Meager reports from Brewton, Ala., said a cyclone Wednesday practically demolished the village of Appleton, 10 miles west of Brewton.

Medical aid was called for from Brewton, but the extent of injuries or fatalities had not been reported. The storm appeared to be general in Alabama, extending from east Brewton, south of this city, to Brewton, 50 miles north.

NEWS ITEMS Of General Interest About Oregon

Oregon State Commission Asks Opening of Northern Gateway

Salem—Relief of Oregon lumber mills and other shippers who are suffering from lack of cars to ship their products is sought through opening of the Northern gateways. To this end the Public Service commission telegraphed the Interstate Commerce commission at Washington, D. C. It is the belief of the Oregon commission that the railroads may need a request for a temporary opening of the Northern routes if made by the Federal tribunal.

In its communication to the Interstate Commerce commission, the Oregon commission said:

"The car shortage is increasing. The accumulated shortage on the Southern Pacific is now 700 cars, and on the Oregon-Washington Railway & Navigation company's lines is 300. There is no shortage in Oregon or Washington. We feel that we are being discriminated against. If it is possible to open the Northern gateways temporarily we might procure cars from other lines."

Replies to inquiries sent by the Oregon commission to the commissions of California and Washington are that no car shortage exists in those states.

Coos Bay Cities Plan Big Railroad Jollification

Marshfield—The Marshfield and North Bend Chamber of commerce have committees organized for the purpose of planning for the celebration of completion of the Willamette-Pacific railway from Eugene to Coos Bay, but they have been unable and will not likely set the date for some time, as the Southern Pacific officials are still hesitant about naming a time for the road to be finished.

According to the disposition in both cities, the event and entertainment will exceed anything ever attempted before on Coos Bay.

There are already promises received from the main boosting bodies in the Willamette valley that big delegations will be sent officially, but the committees here wish to have it generally understood that everybody and his relatives will be welcomed. The Cherrians, of Salem, were the first to give assurance they were preparing to come and see Coos Bay, and although the information came in a roundabout manner, they are expected to participate. Eugene and Albany are also among the cities that will send excursions, while the way stations on the Willamette-Pacific will have a general outpouring of joyseers.

Plans for Four Spans Made.

Salem—The state highway department announced this week that it had completed plans and specifications for four bridges, two in Yamhill county and two in Columbia. Proposals for the construction of the bridges will be accepted by the counties within a short time.

The bridge in Yamhill county at McMinnville will be a reinforced concrete viaduct to cost \$14,000. The other structure is a \$13,000 160-foot steel span between Athey's Island and the mainland over Willamette Slough below Wheatland.

At Veronia, in Columbia county, a 100-foot steel span will be built over Rock Creek, and a 50-foot girder will be placed across Tide creek, near Deer Island.

No Logs; Dallas Mill Idle.

Dallas—For the first time in several months, the large sawmill plant of the Willamette Valley Lumber company, in this city, is closed. This is due to the shortage of logs. Owing to the heavy snow storms of the past month, work has been impossible in the camps near Black Rock. The supply of logs on hand when the snow stopped operations is exhausted.

All camps are now in full operation, and by the middle of next week the mill will resume again. Only a few of the men were laid off, most of them being employed in repairing the plant, which has a capacity of 100,000 feet a day.

Stock Go to Bunch Grass.

Baker—Hope for relief from the threatened further loss of livestock because of lack of feed is reported from parts of this vicinity. Horses and cattle are leaving their straw and hay for the bunchgrass. In the vicinity of North Powder, where the snow was unusually heavy, it is reported that it is melting and that it will not be long before the grass starts growing if present conditions continue.

John Day stockmen expect that conditions that have been very threatening will improve so that livestock there will be able to begin feeding early next month.

NORTHWEST MARKET REPORTS; GENERAL CROP CONDITIONS

Portland—Wheat—Bluestem, \$1.05; fortyfold, 95c; club, 94c; red Fife, 94c; red Russian, 94c.

Hay—Eastern Oregon timothy, \$18.50@19.50 per ton; valley timothy, \$16; alfalfa, \$20.

Millfeed—Spot prices: Bran, \$23.50 @24 per ton; shorts, \$26@26.50; rolled barley, \$31.50@32.50.

Corn—Whole, \$37 per ton; cracked, \$38.

Vegetables—Artichokes, \$1@1.15 per dozen; tomatoes, California, \$2.75 per crate; cabbage, \$1.50 @ 1.65 per hundred; garlic, 10c per pound; peppers, 20@25c; eggplant, 25c; sprouts, 8@9c; horseradish, 8c; cauliflower, \$1.25 per dozen; celery, \$4.75 per crate; lettuce, \$2.40 @ 2.50; cucumbers, \$1.50@2.50 per dozen; hothouse lettuce, 75c@\$1 per box; spinach, \$1 @1.10 per box.

Green Fruits—Grapes, \$4 per barrel; cranberries, \$11 per barrel.

Potatoes—Oregon, \$1.40@1.50 per sack; Yakimas, \$1.65; sweets, \$3.25 @3.50 per hundred.

Onions—Oregon, buying prices, \$2 f. o. b. shipping point.

Apples—Spitzenbergs, extra fancy, \$2.25 per box; fancy, \$2; choice, \$1.25@1.50; Yellow Newtowns, extra fancy, \$2; fancy, \$1.75; choice, \$1.35 @1.50; Rome Beauty, fancy, \$1.50@1.60; Winesaps, choice, \$1.15@1.35; Stayman, choice, \$1.25@1.35.

Eggs—Jobbing prices: Oregon ranch, candled, 26c per dozen; uncandled, 25c.

Poultry—Hens, 15@15.5c per pound; small springs, 15c; broilers, 18@20c; turkeys, live, 18@20c; dressed, choice, 24@25c; ducks, 12@14c; geese, 10c.

Butter—Prices from wholesaler to retailer: Portland city creamery, prints, 60-pound case lots, standard grades, 34c; lower grades, 28@32c; Oregon country creamery, prints, 60-pound case lots, standard makes, 32c; lower grades, 28@31c; butter packed in cubes, 2c less. Prices paid by jobbers to producers: Cubes, extras, 29c; firsts, 27c; seconds, 25c; dairy butter, country roll, 16@18c; butter fat, No. 1, 32c; No. 2, 29c.

Veal—Fancy, 9c per pound.

Pork—Fancy, 9 1/2 @10c per pound.

Hops—1915 crop, 10@13c per pound; 1916 contracts, 11@12c per pound.

Cattle—Choice steers, \$6.50 @ 6.75; good, \$6.75@7; medium, \$6.50@6.75; choice cows, \$6.50 @ 6.75; medium, \$5.25 @ 6; heifers, \$4 @ 6.40; bulls, \$2.50@5; stags, \$3@5.25.

Hogs—Light, \$7.50@8.15; heavy, \$7@7.25.

Sheep—Yearlings, \$7@8; ewes, \$6 @7; lambs, \$8@9.05.

Wool—Eastern Oregon, 18@25c per pound; valley, 25@26c; mohair, Oregon, 28@29c per pound.

Cascara bark—Old and new, 4c per pound.

Wool Growers Find Good Market by Shipping to Portland

Portland—With wool contracting for the 1916 clip just starting in the Eastern counties, the last remnant of the 1915 clip is being sold here. The Portland Wool Warehouse company has not over 40,000 pounds in its warehouse on Municipal Dock No. 1, and that is all the wool that is left in Portland.

The bulk of these wools were sold at from 21 cents to 22 1/2 cents for fine and 26 to 30 cents for coarse wool, according to condition and shrinkage. "The prices realized," said W. L. Crowe, manager of the company, "are from 3 cents to 5 cents better than were offered in the country for the same wools. The growers are more than satisfied with their experiment of sending their wools here to be marketed, and it is safe to say a much larger quantity will be sent here during the coming season."

"We have sold wool to about 17 different customers, a dozen of whom never operated in this section before. We have had inquiries from a dozen other big Eastern mills, and although we did not close deals with them we are looking forward to their trade in new wools.

"Our object is to improve the condition of the woolgrowers and put them all on an equal basis. By availing himself of cheap money, which he could never do before, the grower is enabled to hold his wool until he is ready to sell. All the wool consigned here is sold only with the approval of the growers. It is different when the wool is consigned to the East, for it then gets beyond the owner's control."

Potato Shipments 600 Cars.

Portland—Up to the present time about 600 cars of potatoes have been shipped from Oregon, and the indications are the total shipments for the season will not exceed 1000 cars. Normal shipments from the state are about 1500 cars a year.

"There are between 400 and 500 cars of potatoes left unsold," said McKinley Mitchell, "and these will all clean up at some price. There is no likelihood the market will be any better in the immediate future, but there is a possibility the late market will improve if California cleans up."

Colleges of Northwest

Articles Beneficial to Agriculturists, Stockmen, Dairying Interests, Mining, Capitalists, Etc. —Written for this Paper

Costs and Methods of Oiling Oregon Roads

By J. W. Flinn, Roadmaster Polk county, in address before Oregon Agricultural College Road Conference.

"Methods of oiling Oregon roads may be of the very best, but if the road is not maintained twelve months of the year, but is allowed to deteriorate, the oiling methods will soon be the subject of condemnation by the critical and impulsive citizen."

This was the conclusion reached by Mr. J. W. Flinn, road master of Polk county, Oregon, in an address before the Good Roads convention held at the Agricultural college. Some features of the situation common to many parts of the state are as follows:

"The public highways of Polk county may be divided into two distinct classes, earth and stone. The problem with us, as it is with most every other county in the state, is how to improve our dirt roads. How to build crushed rock and gravel roads that will stand up under existing conditions of our traffic. Incidentally, how to get the most for the money, and last and most important, in our opinion, how to maintain these rock and gravel roads after they are completely built, as no road is better than it is maintained.

"I am firm in the belief that fuel oil, with a content of bitumen, the higher the better, has been a great factor in the maintenance of our rock and gravel roads. It is generally an accepted fact that if the dust nuisance is to be overcome and lasting roads are to be built, certain material other than water must be used. It is only in the last two years that a dust layer and road preservative has come into popular use in our county. It is a fact that some thought it a waste of public funds, but such criticism, helped by the continued use of the oiled roads, has melted into appreciation.

"The treatment we have given our roads has been purely a surface treatment. Dragging with a split log and patching with banked gravel helps the roads through the winter, and with the coming of spring a campaign of cleaning, patching and reshaping with a scraping grader is started. Sometimes a harrow or scarifier is useful, and possibly resurfacing portions of the road to be oiled is necessary. Resurfacing material should consist of about 60 per cent pebbles varying in size from one inch down and an adequate amount of fine material, such as sand. A moderate amount of clay is not harmful. After this work gains headway, the road rollers are set to work. When the roller has made the road presentable and smooth, the oil is applied by sprinkling from an eight hundred gallon tank mounted on a motor truck. By this method about five thousand gallons may be applied daily.

The weather should be warm in order to aid the even penetration of the oil. The oil we have used was a fuel oil containing about sixteen per cent asphaltum. This material cost Polk county eighty cents per barrel of forty-two gallons. Adding freight, switching charges and the contract price of three-quarters of a cent per gallon for distribution, brings the cost per gallon of oil on the road to three and one-half cents. An application of about fourteen hundred gallons per mile twelve feet wide is necessary to lay the dust. Better results can be obtained by using a pressure distributor of some standard make and putting on two applications at intervals of say sixty days. After the first year one good application will probably keep the dust down, providing the dry season is not too long.

"Although good results have been obtained in clay soil by mixing with bituminous oils, the best results have been secured with a sandy loam. The oil acts as a binder and is extensively used where clay cannot be obtained.

"The method of constructing an oiled earth road should be about as follows: The grade is first made with a proper crown of three quarters of an inch to the foot, then furrows ploughed the required distance apart on each side of the center line, and the earth moved from the center out, until a trench is made. Care must be taken in the preparation of the sub-grade, which should also have a crown of three-quarters of an inch to the foot. It is then rolled until the earth is thoroughly compacted. Oil containing about 90 per cent asphaltum should be applied, hot, in two courses. The first course should consist of about a gallon and a half spread evenly to the square yard of sub-grade, and about four inches of earth thrown over it. This should be well mixed and rolled with a tamping roller. This machine com-

pacts the material, tamping from the bottom up, until it rides out on top. Then spread one more gallon to the square yard and enough earth to take up the oil. This should be treated in the same manner as is the first course. To finish an inch or more of pea gravel and sand well rolled in makes a good wearing surface.

"The cost of construction for a road of this sort should not exceed fifteen hundred dollars to the mile.

"When it is desired to treat an old gravel or rock road with asphaltum oil, good results may be obtained by applying about two gallons of hot asphaltum to the first square yard to a sacrificed surface and then by throwing on enough pea gravel and sand to take up the hot oil. After this is done it should be given a thorough rolling immediately following, and in the course of a short time it is ready for travel. Good country roads that will stand many years of wear under ordinary traffic conditions may be constructed by this method at a cost of about \$700 per mile. Three factors are absolutely necessary to the life of such a road: The first essential is a good foundation or base, the second a good grade of heavy asphaltum oil whose asphaltic content should be not less than 90 per cent, and the third as intelligent and efficient system of maintenance and repair."

Forestry Building Contracts Let.

Oregon Agricultural College, Corvallis—Salem firms will erect the new forestry building at the Oregon Agricultural college and install the heating and lighting systems. After a careful investigation by the building committee of the board of regents the firm of F. A. Erixson, Salem, was awarded the building contract for the sum of \$31,699. Contracts for installing the heating and lighting systems were awarded Theodore M. Barr, also of Salem, for \$4,424.

This building was recently authorized by the board of regents and its construction will be completed during the summer. The contract calls for completion by September 1, so that the equipment may be installed and the building made ready for use by the opening of the college year.

The new building will be of brick and its style of architecture will conform to that of the agricultural hall and the home economics building. It will be 80 feet by 140 feet, with three full floors.

It is designed to accommodate the growing school of forestry. On the first floor will be located a large laboratory for logging engineering and smaller laboratories for wood manufacture, preservative treatment of structural timber, work shops, freight rooms and other utility sections. On the second and third floors will be offices, class rooms, drafting rooms, reading rooms and smaller laboratories. It will be well equipped with modern appliances to carry on instruction and training in modern forestry methods.

Physical Training for All.

Oregon Agricultural College, Corvallis—Arrangements are under way for the introduction of a new athletic policy at the Agricultural college. This policy was instituted some six years ago since which time a constructive program looking to its introduction has been followed.

According to this policy every student will be given the amount and kind of physical training that is best suited to individual needs. It is a policy of moderate training for the many rather than highly training for the few.

There are several causes that make the institution of this new policy timely. The rapidly enlarging student body calls for increased attention to proper physical development and care. Healthful exercise and sanitary arrangement become increasingly necessary as a larger number of people occupy relatively the same space. Sentiment in favor of this policy has also become quite general. Students will not only profit by it but will also enjoy it. They have come to recognize the fact that clear and vigorous thinking is aided by well regulated physical exercises.

Campus arrangements have also been directed toward making this general training feasible. The men's new gymnasium building provides ample room for the men and releases the former gymnasium for the exclusive use of the women. The athletic grounds have been enlarged and tiled and will be laid out in fields for amateur games and sports.