

# YANKS NOT FORCED TO RETIRE ANYWHERE

Whole Line Held Intact Against Germany's Third Drive.

## FRENCH GIVE A LITTLE

Slight Retirement Costs Huns Appallingly—Berlin Claims Capture of 18,000 in Present Offensive.

Although the Germans are still attacking the allied lines viciously on both sides of the Rheims salient, what gains they are making continue to be small ones, on isolated sectors, and seemingly are confined to the region along the Marne and immediately southwest of Rheims.

Eastward from the cathedral city through Champagne the French report they are holding the enemy and keeping their line intact.

Everywhere the battles are being stubbornly contested, and where the French and Italians have been compelled to give ground it has been only after the infliction of extremely heavy casualties on the invaders. The Americans nowhere have been forced to withdraw. At Fossey, near the bend of the Marne between Chateau Thierry and Dormans, they have made further improvements in their positions. Like their French comrades, the Americans also have been engaged in violent fighting.

It becomes increasingly apparent that the German command is attempting the blotting out of the Rheims salient and the straightening of the line eastward through Champagne toward Verdun. The hardest fighting of Tuesday was southwest of Rheims, where the enemy is endeavoring to break through the hill and forest region, reach the railroad running from Rheims to Epernay and force the evacuation of Rheims.

In the endeavors, the German war office asserts the Germans have driven back the allied troops on the mountain of Rheims between Mantenal and north of Pourcy, the last named place being about five miles distant from the Rheims-Epernay railroad. The French official communication admits that the Germans hold the line west of Nanteuil-La Fosse, about a mile and a half south of Pourcy and relatively five miles west of the railroad.

The German war office is now claiming the capture of 18,000 prisoners since the present offensive began.

It is reported that French reserves have entered the fighting line along the Marne and that to the north of La Chapelle-Monthodon they have recaptured lost territory. The Germans, as was expected, have brought up fresh forces in an endeavor to push forward their project in this region.

Nowhere, however, has the German command seen fit as yet to start an infantry engagement, if one is contemplated.

In Albania the French and Italian troops continue to make progress against the Austrians and in the Italian sector, up in the mountains, repeated Austrian attacks have been repulsed by the Italians.

## QUENTIN ROOSEVELT DIES IN AIRPLANE ENGAGEMENT

Roosevelt Dead, Says Enemy.

Paris.—German aviators have dropped a note into American aviation camps confirming the death of Lieutenant Quentin Roosevelt.

Paris.—Lieutenant Quentin Roosevelt, youngest son of ex-President Roosevelt, has been killed in an air fight, the semi-official Havas News agency announces. His machine fell into the enemy lines, but apparently was not in flames when it fell.

Philip Roosevelt, Quentin's cousin, witnessed the air battle in the vicinity of Chateau Thierry, in which Quentin was engaged and saw the machine fall, but did not know until later that the airplane was that of his cousin, Le Journal says Thursday.

Lieutenant Roosevelt was last seen in combat Sunday morning with two enemy airplanes about 10 miles inside the German lines in the Chateau Thierry sector. He started out with a patrol of 13 American machines. They encountered seven Germans and were chasing them back when two of them turned on Lieutenant Roosevelt.

### Little Hen Big Factor.

Chicago.—The importance of the "little brown hen" in winning the war was urged by the National War Emergency Poultry Federation, which was organized Thursday, with the slogan "Equip the hen to fight the Kaiser." Legislation will be asked providing for conservation of poultry and poultry products, and a nation-wide propaganda will be inaugurated to urge the use of eggs and poultry instead of meat.

## STEEL SHORTAGE IS FEARED

Private Consumers of Metal May Be Required to Submit Inventories.

Washington, D. C.—Government demand for steel has reached such proportions, it was learned Wednesday, because of the growth of the war programme, that the War Industries board fears present sources of supply soon will prove inadequate.

At the meeting of the board manufacturers were warned that those who have obtained steel on priority orders for war work and later were found to be reselling it to non-war manufacturers would have their supply cut off. This practice has been in vogue, the board learned.

All private consumers of steel and steel products may be required to submit sworn inventories of their stocks on hand. It was found that many manufacturers had obtained large quantities of steel before the government took control of the entire output. By means of the inventories, J. Leonard Replogle, director of steel supply of the War Industries board, will be able to keep a close check on all steel in the country.

Chairman Hurley, of the Shipping board, conferred with officials of the War Industries board regarding the requirements for the shipbuilding programme. Production of ships is showing such a marked improvement that it may be possible to turn out five ships a year from each yard in some yards, four ships in other yards, and lesser numbers elsewhere.

Efforts to bolster up the efficiency of the weaker new yards are successful, it is evident to officials that the size of steel plate mills must be increased or the shipping programme will be delayed by lack of material.

A shortage of steel already is being felt in some shipyards. Others have more steel than they need, which, officials believe, is the result of "cost plus" system of contracts, under which the builders felt free to expend large sums on materials not needed for many weeks.

## FINNS MAY BALK AT WAR IN SIBERIA

London.—Finland intends to remain neutral if a serious conflict occurs in the Murman country, where entente allied forces have assumed control, says a Helsingfors dispatch by way of Copenhagen to the Exchange Telegraph company.

The Nord Deutsche Allgemeine Zeitung of Berlin declares that Germany has sufficient forces in Finland to deal with the entente troops and the Red Guards.

A bill providing for the establishment of a monarchy in Finland has passed its second reading in the Finnish parliament by the narrow margin of four votes.

Republicans have started an energetic agitation against the bill and it is not improbable, the dispatch adds, that the Finnish government will have to resign, as the majority in favor of the bill is insufficient.

General Horvath, recently proclaimed ruler of Siberia, says a Peking dispatch to the Times, has expressed willingness to facilitate the movement of Czech-Slovak troops toward the Transbalkal region over the Chinese Eastern railway.

The Czechs purpose to reach Irkutsk and resume communication with their compatriots in western Siberia and will formally ask the Chinese government for permission to traverse Manchuria.

There are indications, the dispatch adds, that some Austrian prisoners are anxious to join the Czechs.

### Five Hundred Seamen Perish.

Tokio.—The Japanese battleship Kawachi of 21,420 tons displacement, blew up and sank in Tokoyama bay, 150 miles northeast of Nagasaki, on July 12. Five hundred members of the crew lost their lives.

The battleship Kawachi was built in 1912 and carried a complement of 960 officers and men. She was 500 feet long, of 84 feet beam and drew 28 feet of water. Her armament consisted of 12 12-inch guns, 10 six-inch guns, eight four-inch guns and 12 12-pounders. She also was equipped with five 18-inch torpedo tubes.

An Atlantic Port.—The sinking at sea July 11 of the American steamship Oosterdijk after a collision with the American steamship San Jacinto was reported by a Swedish steamship arriving here Wednesday.

The Oosterdijk's crew was taken aboard the San Jacinto, which, although badly damaged, managed to reach an Atlantic port.

Both vessels, manned and officered by naval crews, carried army supplies. The collision occurred in North Atlantic waters.

The Oosterdijk, 8252 gross tons, was one of the Dutch ships requisitioned while in an American port.

### Cripples to Be Cared For.

Washington, D. C.—The movement among private citizens for finding jobs for crippled soldiers is emphatically disapproved by the war department. Surgeon-General Gorgas declared Wednesday that the rehabilitation of the crippled men will be done thoroughly by the government. Recently Captain Archibald Roosevelt asked his father, Colonel Roosevelt, to find a job for one of his sergeants who returned from France, after having lost a hand.

## STATE NEWS IN BRIEF.

Hugh L. McCammon, a former Sheridan boy, son of Major W. W. McCammon, has joined the United States marines, according to advices from Salem, and will see service soon.

The milk condensing plant at Scio, the chief manufacturing industry in that section resumed operation Monday. This plant has been idle since about February 1 of this year, when the company operating it became involved in financial difficulty.

Coos county's second July quota of 81 men left Marshfield Monday morning for Vancouver. A gala farewell was given as the Coos Bay Limited left. Some of the men are in other parts of the state, working in shipyards, but all have been notified of their selection.

The harvesting around Warren is well under way and the winter grains are proving a splendid crop, but spring-sown grains are nil. Winter wheat and oats are the most prolific in many years. Potatoes are only about 20 per cent average and the acreage about 40 per cent of normal.

Word has been received in Marshfield from the Powers logging camps that the 10-hour day is not popular with the loggers and there is a movement on to request a return to the eight-hour day on August 1. The men complain that with the 10-hour day they have no time for recreation. No complaints have been heard of from other camps.

The Deutsches Haus, former gathering place of German-Americans at Eugene, which has been closed since the beginning of the war, was sold Tuesday at Sheriff's sale, to cover indebtedness. The building and grounds are located in Kincaid Park, a suburb of Eugene. The Oregon German-American association met there several years ago.

Harvesting of the cherry crop for 1918 is nearly completed. The Sheridan district has yielded the largest crop of Bing's, Royal Anns and other varieties in years. The cannery at Sheridan is running to capacity. The employees are nearly all women. It has canned more than five carloads of cherries, loganberries and other small fruits.

County Agriculturist H. R. Glayser, of Klamath county, and J. E. Pittman, of the department of irrigation and drainage, who have been conducting experiments in that county, report that the application of 100 pounds of sulphur per acre on alfalfa lands has increased the yield about one ton per acre. A number of experiments were made and the results were uniform.

Prospects for another week's shutdown of the plants in Eugene's manufacturing district as a result of the destruction of the Spillway dam on the millrace by plotters last Sunday, apparently with the design of crippling the Eugene Woolen Mill, engaged in the production of war materials, developed Tuesday when the second temporary dam constructed during the week washed out.

The farm home of Scott Campbell located on the Falls City-Dallas road southwest of Dallas, was totally destroyed by fire Sunday night. The origin of the blaze is believed to be a defective flue. The family was at supper at the time and the flames had gained such headway at the time of discovery that it was impossible to extinguish the blaze and all efforts were turned toward saving adjacent buildings and contents.

Fire which burned 30 acres of cleared timber land at the North Bend Mill & Lumber company camp on Davis slough Monday did a small amount of damage, which will cause a delay of a week or 10 days for repairing. One hundred and fifty feet of trestle on the logging railroad was scorched so that portions must be replaced. Seventy men fought the fire for 15 hours and saved much camp paraphernalia. This camp cuts spruce almost entirely and is in the thickest of the Boutin tract. Two donkey engines were damaged.

Farmers in the Redmond vicinity are having difficulty in obtaining help in their hayfields. Practically every boy over 11 years of age is out on the ranches doing the work men usually do. The merchants are aiding by sending a part of their force to the country each day, and County Agriculturist R. A. Ward is busily engaged in seeking and locating all available laborers.

Alton Butters, the four and one-half-year old son of Mr. and Mrs. Walter Butters, of Allegheny, near Marshfield, fell into a boiler of scalding water Monday and died from his burns at 5 in the evening. The father had been doing the family washing, owing to illness of Mrs. Butters, and while out of the room the child climbed into a chair, which upset and propelled him into the boiler which was resting on the floor.

Pear orchards in the north end of Jackson county will net the growers a 90 per cent crop of good quality fruit, while the apple crop will average 55 per cent, is the report of the shippers in this district. The drought will not affect these crops to any extent, as the principal orchards are under irrigation. The Del Rio orchards, two miles below Gold Hill on Rogue river, with 12,000 boxes from eight-year-old trees, will be the largest individual shippers of pears in this district.

## SURPLUS BAGS AT PRISON

Walla Walla Convicts Make 120,000 More Than Estimated Needs.

Walla Walla.—Warden Henry Drum of the state prison announced Thursday that a surplus of grain bags has been made at the penitentiary. There are between 120,000 and 130,000 more bags than were allotted to counties several months ago.

These will be sold immediately to first-comers. As prison bags are selling at 26 cents, which is about 2½ cents below the market price here for Calcutta bags, it is expected that they will be snapped up immediately.

Cash must accompany every order, Warden Drum stated. Convicts have been working steadily in the mills for several months and as a result were able to make more than it was figured they would.

### Wool Returns Are Heavy.

Yakima.—Returns from the first government appraisal of wool from the Yakima valley received Thursday by telegram by Coffin Brothers indicate growers will net 48 to 55 cents a pound for their 1918 clip. The railroad figures for the season's shipment place the total at a little better than 2,200,000 pounds, which will mean returns to growers of at least \$1,100,000 on the wool clip of this season.

The highly satisfactory cleanup on wool is being matched by the prices received for lambs and yearlings now being shipped to the Chicago market. The first shipments went out this week. Lambs sold recently in Chicago at \$19.75 per hundred, and coast markets are paying \$13.50 to \$14. The Yakima Sheep company recently sold 10,000 lambs for fall delivery at \$19 per head. A trainload of 43 cars of Yakima lambs and wethers will be shipped from the valley Thursday.

### New Pension Bill Passes.

Washington, D. C.—A senate bill granting pensions of \$12 a month to widows of soldiers and sailors of the Spanish war or Philippine insurrection, where the income of the widow does not exceed \$250 a year, was passed Tuesday by the house and sent to conference.

## NORTHWEST MARKET REPORT

Portland.—Wheat—Government basis, \$2.20 per bushel.

Flour—Straights, \$10.75; whole wheat, \$10.30; graham, \$9.90; barley flour, \$10.50; rye flour, \$11.50; corn meal, \$10.60@11.40 per barrel; corn flour, \$11.70.

Millfeed—Net millfeed prices, carlots: Bran, \$31 per ton, shorts, \$33; middlings, \$33; rolled barley, \$70; rolled oats, \$69.

Hay—Buying prices f. o. b. Portland: Eastern Oregon timothy, \$31 per ton; valley timothy, \$29; alfalfa, \$25 @25.50; valley grain hay, \$24@26; clover, \$24; straw, \$9@10.

Butter—Cubes, extra, 45c; prime firsts, 44c; prints, extras, cases, 49c; half cases, 49½c; less than half cases, 50c; cartons, extra; butterfat, No. 1, 51c per pound delivered Portland.

Eggs—Oregon ranch, current receipts, 39½c; candled, 42@42½c; selects, 44c per dozen.

Poultry—Hens, 26c; broilers, 30@32c; ducks, young, 32@33c; geese and turkeys, nominal.

Veal—Fancy, 16@17c per pound.

Pork—Fancy, 23½c per pound.

Fruits—Cherries, 8@10c per pound; cantaloupes, \$1.75@4.50 per crate; watermelons, 3@3½c per pound; peaches, 75c@1.25; new apples, \$2.75 per box; loganberries, \$2.50 per crate; plums, \$2.00@2.25 per box; apricots, \$1.40@1.65 per box; pears, \$3.75 per box; blackcaps, \$2.25 per crate; currants, \$2 per crate.

Vegetables—Tomatoes, \$1.75@3 per crate; cabbage, 3@3½c per pound; lettuce, \$2.50 per crate; cucumbers, \$1@2 per dozen; peppers, 20c per pound; peas, 8@12½c per pound; beans, 10@12c per pound; celery, \$1.25 per dozen.

Sack Vegetables—Carrots, \$2 per sack; turnips, \$2@2.25; beets, \$2.25 @2.50.

Potatoes—Oregon Burbanks, \$1.50@1.85 per hundred; new, 3¼@3½c per pound.

Onions—Yellow, \$2.50 per sack; red, \$2@2.25 per sack.

Hops—1917 crop, 13@14c per pound; contracts, 16@17c.

Wool—Eastern Oregon, 35@56c; valley, 54@61c per pound. Mohair—Oregon, new clip, 55c per pound.

Cascara Bark—New and old, 10c per pound.

Cattle— July 23, 1918.

Prime steers.....\$11.75@12.25  
Good to choice steers... 10.75@11.75  
Medium to good steers... 9.50@10.75  
Fair to medium steers... 8.50@ 9.50  
Common to fair steers... 5.50@ 8.50  
Choice cows and heifers... 8.00@ 8.50  
Med. to good cows and hf... 6.00@ 7.50  
Canners..... 3.00@ 5.00  
Bulls..... 5.50@ 7.50  
Calves..... 8.50@11.50  
Stockers and feeders.... 6.00@ 8.00

Hogs—  
Prime mixed.....\$17.85@18.00  
Medium mixed..... 17.65@17.85  
Rough heavies..... 16.85@17.00  
Pigs..... 15.75@16.25  
Bulk..... 17.75@17.85

Sheep—  
Lambs.....\$13.75@14.25  
Valley lambs..... 13.50@14.00  
Yearlings..... 9.50@10.25  
Wethers..... 8.50@ 9.50  
Ewes..... 6.00@ 8.00

# ROAD BUILDING

## MAINTENANCE IS A BIG ITEM

New Hampshire Uses Patrolmen, Who Repair Every Little Hole as Soon as It Appears.

(By E. B. HOUSE, Colorado Agricultural College, Fort Collins, Colo.)

There are two elements that should be figured in the cost of road construction. First, the cost of construction. Second, the cost of maintenance. It is the yearly average of these two that should always be considered when figuring the cost of a road. True it is, that roads may be constructed in such a manner as to need very little maintenance, but these roads are very expensive to build, and it is out of the question to contemplate them for the West. The other type of road is the road that costs a moderate sum to construct and then a yearly charge for maintenance of said road.



Good Road in Colorado.

The maintenance usually runs up to a considerable annual cost, and it is this maintenance that usually is neglected by county commissioners and road supervisors.

As good an illustration of road maintenance as I have been able to find is that practiced by New Hampshire. New Hampshire's roads are mainly graveled roads. Most of them are rightly constructed, the gravel being wet and rolled as it is placed upon the road, but in many places this is impossible on account of the expense and in these places the gravel is simply spread upon the road and left for the traffic to compact.

Many of these roads have to bear a fairly heavy traffic, especially during the summer months, most of which is automobile traffic, and the roads would soon be ruined were it not for the maintenance feature of New Hampshire's road system. This road maintenance is carried on by several hundred patrolmen. They are hired from the last of March until the first of December, and their work consists in patching every little rut and hole that appears, cleaning the ditches and culverts and in keeping the roads smooth.

Each patrolman has a section of road assigned him. He is required to furnish a one-horse wagon, a shovel, a rake and a light road drag. The road is smoothed by this drag after every rain, and if chuck holes start, fresh material is placed in them, tamped down and left for the traffic to compact.

These patrolmen are paid an average of \$3.25 a day and the total cost of maintenance runs about \$240 per mile per year. The total first cost of construction of these roads runs about \$4,000 a mile.

## DIRT ROADS ARE PREFERRED

Much of the Wear and Tear on Hard Road Can Be Avoided by Making Dirt Track on Each Side.

Dirt roads are the cheapest—and for a large part of the year the best—highways that can be built. Because we want to use our roads every day in the year we are willing to go to the expense of hard road building, but that is no reason for discarding the dirt roads entirely.

More than half the wear on the hard road can be avoided by making a good dirt track on each side. People will use the dirt road from preference when it is passable. The life of the hard road will be greatly lengthened, the cost of repairs reduced, and the needs of the road users better served by building this combination of hard and dirt roads.