

La Grande Evening Observer

AN INDEPENDENT NEWSPAPER -- PRINTS THE NEWS THE DAY IT HAPPENS

VOLUME XVI

LA GRANDE, OREGON.

MONDAY, JULY 10, 1916.

NUMBER 17.

Submersible Crosses Atlantic, Under Surface For 90 Miles

FAST TIME IS SET BY RACER ON NEW OVAL

BETTER THAN EIGHTY MILES PER HOUR CLIPPED OFF BY PORTLAND MAN

FLYING MACHINE GIVES SENSATIONAL PERFORMANCE

Excelsior Machine Beats in Fast Event for Home Guard—Slow Race and Rough Riding Contest Big Features—Management Learns Valuable Lessons.

Speed better than 80 miles an hour for two laps around the mile and a half speedway east of La Grande, and a sensational biplane flight, constituted the features of yesterday's oval dedicatory program when the first matinee on the new track was conducted under auspices of the La Grande Motor club. In addition to furnishing a splendid entertainment the matinee was a splendid school in which the management learned invaluable lessons for handling the grand prix July 22-23. In this respect every department became familiar with its faults and shortcomings and immediate steps to have them righted were taken this morning. The only drawback to the whole show was the transportation end of it, for with the exception of a few cars which were inadequate in number to handle the service, the prevailing price was 50 cents each way. The meet developed that the public dislikes, on the whole, paying 50 cents each way and that some method must be devised to handle them for 25 cents. This will not doubt be accomplished before the grand prix. The first meeting toward that end was held this morning by a group of businessmen not directly affiliated with the Motorclub's show.

To the general public the spectacular flight of a half hour's duration by T. T. Maroney of Seattle in a Curtiss bi-plane was the outstanding feature. He made as pretty a flight as one would wish to see, flitting hither and yon, up and down, around and straight ahead over the big grounds with fine skill and thrilling effect. It was a fine show, worth the admission in itself. But to the motorcycle fraternity, the fact that speed of better than 80 miles per hour is possible on the new track was the outstanding card. Carl Rose of Portland is the man who did the trick. The first race of the day was between three men with Rose winning on an Excelsior. The next event was a track record test which Rose won in 1:09 for an average speed of 78 miles an hour, but just as the crowd was leaving he tried it again and went two laps in 2:15 1/5 which means better than 80 miles per hour. At one point the track has a rough spot and this will be removed and then there won't be a flaw. Mr. Rose went back to Portland singing the loudest sort of praise for the oval, pronouncing it in its present state the fastest dirt track west of the Rockies. Two weeks from now it will be faster still. Rose was extremely moderate in his expense account charged to the club for coming here with his racer.

The outcome of the races was:
Three Lap Race.
Carl Rose on an Ex. first; Red Williams, La Grande, on a Harley, second; Tracey Hollister, on a Harley, third. Time 3:39 1-2.

Track Records.
Rose, on an Ex. 1:09.
Williams on a Harley, 1:11 1-2.
Hollister on a Harley, 1:11 1-2.

Slow Race Good.

The slow race, for fully equipped stock cars, with riders riding straight up on such cars as the dealers have for sale to amateurs, developed some fast time and was one of the most exciting races. All riders were local boys, many of them in their first contest. George Ruby, Ex. dealer, won the meet handily in the fast time of 3:14:29 for the three laps. He left the field early and finished unpushed. None of the riders had accidents and it was a fine contest. Williams was second and Hollister third in the event each on Harleys. Other riders were W. Bishop and V. Sudbrook on Indians and Kimmel on a Harley.

In the aeroplane race, Tracey Hollister on a Harley bested Lloyd Maroney in a bi-plane, for three laps. In a handicap event, Rose, riding a racing Ex., beat Ruby on a stock Ex. The funny race of the day was a

TWO ACCIDENTS END STRANGELY

ONE CAR WRECKED BUT DRIVER ESCAPES.

In Another Instance Car Hurt but Slightly While Occupant Suffers Many Cuts.

Two accidents in which automobiles figured, yesterday had unusual results. In one instance a Ford car was all but completely demolished, yet the occupant escaped injuries; in another instance the car was only slightly broken up while an occupant was badly cut and lacerated about the face. In the first instance Otis Palmer, son of Clyde Palmer, turned his car into a complete somersault, caved in the front wheels, tore off the shield, top and lamps, and otherwise made wreckage of his car yet he was thrown out at such an angle that he fell clear of the wreckage and escaped the slightest scratch. The spill occurred on the sandy road near the Speed 'Em Up tracks. He was returning to town empty and was testing out the power, somewhat, when the front wheels buckled. His pockets, ears, eyes, hair and nose were ground full of dirt but that was his only misfortune.

While driving along C street just east of South Fourth in a Paige last evening, Mr. and Mrs. Clyde Carpenter struck a rock while passing another machine and the impact threw Mrs. Carpenter into the windshield, cutting her face in many places. One gash under the eye is especially deep and ugly and there are some 10 or 12 other bad cuts. The damage to the car was not so extensive, although the axle was bent and steering gear twisted about some. It is too early to determine the ultimate status of Mrs. Carpenter's wounds, but it is not thought they will leave lasting scars.

Mr. Carpenter had turned his car near the edge of town and in less than a half block thereafter met a car, and turned to the right to pass—he struck a high rock and the accident occurred.

MERCHANTS TO PROVIDE FUN

COMMITTEES OUT TO SHAPE AFFAIRS.

Parades and Probably Mardi Gras Among Entertainment.

Merchants held a meeting this morning to arrange for a street parade and entertainment of visitors to the Grand Prix two weeks hence. The first echo of this entertainment will come when a group of girls start out, in a day or two, to sell Speed 'Em Up buttons, the proceeds of which will be used for entertainment on a lavish scale. The entertainment will consist partly of a street parade Saturday and probably a mardi gras Saturday night. The wheels looking to this entertainment, have just been set in motion but that prizes, cash and mercantile, will be hung for the parade is already agreed upon. At this stage, committees are just beginning to get under steam, and at the end of a couple of days will have something to offer. These committees deal only with the entertainment in town and have nothing to do with the races. The committees selected at the morning meeting today include:

Finance—Adolph Newlin.
Carnival—R. J. Green, C. D. Emahizer, George Young and Ted Ludlam.
Parade—A. V. Andrews, Ted Ludlam and J. G. Snodgrass.
Exploitation—A. W. Nelson and Jay Van Buren.

Dr. Vogel Exonerated.
Dr. Vogel, the eye glass specialist, who was on trial before Justice of the Peace Williams Saturday afternoon on a charge in the nature of practicing without a license, was found not guilty by the jury and was discharged.

VOLUNTEER REGIMENT IS PROPOSED.

Word has been received from H. E. Coolidge, that while in Portland he was asked to organize a company at this place for a regiment of volunteers for service in Mexico, if such regiment should be mustered in. Papers to be signed by anyone who desires to join such a company will be found at The Elks' club, Peare's Jewelry store, the Foley hotel and the Observer office. Mr. Coolidge is now in Baltimore and until his return the matter will be managed by Mr. R. R. Huron.

Fairy-Like Tale Told by Captain

New York, July 10.—Complete statements concerning the marvelous trip across the Atlantic in a submarine merchantman, were given this morning in writing by Captain Paul Koenig, commander of the Deutschland which landed in New York this morning with a cargo of dyestuffs. The story reads like a fairy tale.

The giant submersible completed its dare-devil trip this morning after having gotten into safe water yesterday. It docked at a specially prepared wharf where a heavy guard stood watch. Customs officials received it there.

The first statement made by the German captain was to the effect that other giants were coming with cargoes and that the first would be the Bremen.

Supplementing his written statement, the captain told how the vessel laid in the bottom of the English channel a whole night and that the crew played a gramophone beneath the waves, and lived on champagne and the best of foods. They openly sailed 3800 miles, submerging only a few times, doing only 90 miles under surface for the entire trip.

He brought a cargo of 750 tons of dyestuffs. "For our American friends," he said. "The idea of building a submarine emanated from Al. Lohmann, president of the Bremen chamber of commerce," he said. "The company was formed and built the submarines and the trip across was made without mishap. The boat displaces 2000 tons and has a speed of more than 16 knots an hour."

Teuton Krops Splendid
"Everybody in Germany is convinced of a full final victory for the central allies. Crops in Germany, Austria, Bulgaria and Turkey are finer than for a century. Serbia, Montenegro and a portion of Albania are in the same position. Portions of Belgium and France which we hold are in a flourishing agricultural condition and there really is not the slightest anxiety over the British attempt to kill, by starvation, a hundred million German and Austrian children and women and noncombatants."

Boat Entirely Without Arms
The Deutschland is absolutely unarmed, customs officials reported to the treasury department. She will be treated as a merchantman.

First Seen Sunday
Baltimore, July 9.—The world's first submarine merchant marine, the German underwater liner, Deutschland, anchored below Baltimore tonight, after voyaging safely across the Atlantic, passing the allied blockading squadrons and eluding enemy cruisers watching for her off the American Coast.

She carried mail and a cargo of 750 tons of costly chemicals and dy-

stuffs and is to carry back home a similar amount of nickel and crude rubber sorely needed by the German army.

Voyage Takes 15 Days

Fifteen days out from Bermerhaven to Baltimore, the submarine reached safety between the Virginia capes at 1:45 o'clock this morning, by a heavy pall of darkness which settled over the entrance of the bay, with the setting of a telltale half moon.

Once inside, the visitor threw caution aside and began shrieking his siren signalling a pilot, and at the same time attracting the attention of the tug Thomas F. Timmons which had been waiting in the lower bay for nearly two weeks to greet the Deutschland and convoy her into port.

Four hours later, at 5:45 o'clock this morning, the big submarine started up the bay with the German merchant flag flying, under her own power, piloted by Captain Frederick D. Cooke of the Virginia Pilots' Association and convoyed by the Timmons. She was making more than 12 knots an hour, and could have docked in Baltimore tonight, but arrangement had been made for receiving her with formal ceremonies tomorrow and her captain was ordered to wait in the lower harbor. He and his crew of 29 men remained aboard the craft.

He was five hours away before Norman Hamilton, collector of Norfolk-Newport News, heard the news, and started on his trail aboard the Coast Guard Cutter Onenadage. At last reports tonight the cutter had not apprehended the submarine, and it is understood that she merely was ordered out to keep the strange craft under surveillance as a neutrality measure. Quarantine and port regulations will be complied with when the vessel moves up to her dock tomorrow.

Little was known here tonight about what happened during the epoch-making cruise across the ocean, which in a small measure at least breaks the blockade on German trade with the rest of the world. None of the submarine's crew had landed and the agents of her owners had received only meager reports. Such information as was available came indirectly from the pilot and from Captain Hans F. Hirsch, of the North German-Lloyd liner Neckar, laid up here since the beginning of the war. Captain Hirsch boarded the Deutschland from the Timmons and made the trip up the bay with her.

According to the accounts reaching here, the underwater liner's superstructure was standing 15 feet above water.

ALLIES CLOSE IN ON PERRONE POWERFULLY

Paris, July 10.—French pressed closer to Perrone, the immediate objective of the giant offensive, in furious fighting south of Somme. They captured line trenches near Barleux. Simultaneously a French attack at Champagne captured German trenches west of Lembensil along a 500 yard front. This, apparently, is a diversion, to prevent Germans shifting their reinforcements. The Barleux advance brought the French wing less than two miles from Perrone. The village of Beachen, captured yesterday is less than a mile northwest of Perrone and French guns now cover Perrone. The next attack by French threatens to squeeze the Germans from all positions west of Somme. Germans have already withdrawn their heavy guns.

London, July 10.—A British force which captured the southern end of Trones wood Saturday extended its position northward, Gen. Haig has reported. Heavy firing has proceeded at the woods for two days. The German counter attack was repulsed with heavy losses.

SOLDIERS TO GET 'SMOKES'
Government Buys 23,400,000 Pounds of Tobacco for Fighters.

New York, July 10.—What is said to be the largest tobacco transportation contract accepted here was closed by the Oriental Navigation company,

which agreed to carry 23,400,000 pounds from this port to France in July and August. The tobacco will come from Louisville, Ky., and will be shipped in hogheads, of which there will be 15,000, the total shipment weighing 11,700 tons. Charles Gouzele, tobacco commissioner for the French government, is the purchaser of the tobacco, all of which is in leaf form and will be manufactured in France.

The purchase is the result of the decision of the French War Department to see that the men in the trenches receive all the tobacco they desire without being forced to depend on shipments from their friends and relatives and from the various societies formed to supply them.

Seward Lot Sale.

Seward, Alaska, July.—Andrew Christenson, manager of the land department of the United States railroad, announced yesterday that public sale of lots in the Seward railroad townsite would be held as soon as arrangements could be made. Mr. Christenson's announcement was made as soon as word was received that the final payment of \$650,000 had been made by the government to the Canadian bondholders for the old Alaska Northern railway, thus completing the government's title to this property which was taken over as part of the federal railroad between Seward and Fairbanks.

NEW GAS PLANT PUT UNDER TEST

STATE OFFICIAL EXPERTLY EXAMINES PLANT.

Before Corporation Commission Grants Permit to Promote Expert Probes the Scheme.

For the purpose of conducting thoroughgoing tests of the claims made by the proposed gas company in this city, the State Corporation commission has sent Fred A. Rasch, expert examiner for the Public Service commission to La Grande to determine the fact if the proposed company is entitled to a State Corporation Commission permit to do business. While the plant now in working order is more or less a demonstration, the success of the company talked of for this city, depends upon the feasibility of the scheme as being tried out here. Before issuing the permit to proceed with promotion, the state commission wants expert testimony on the claims of the promoters of the plant and carefully tents of the plant and carefully weighed all matter used in firing retorts and creating gas. He will report to the Corporation commission.

ROUGH RESCUE EFFECTIVE.
Waite Who Waited Long for Work Dislikes Suicide as Life Job.

New York, July 10.—William Strasse, a waiter who waited for work for two months, jumped into the East River and got a cold. He was pulled out of the river by the neck after Captain George Nordman, of the barge Kinney, had lassoed him. According to his rescuer, there ensued language that is fit only for the waterfront.

The wet and angry waiter denied that he had attempted suicide, but could not give any other good reason for taking off his coat, hat and necktie and springing into the river. He declared that he would never do it again, at any rate, because of the wear and tear on his neck.

TWO FACTIONS IN BATTLE LINE

VILLISTAS ENTRENCHED TO MEET REGULARS.

Uncle Sam's Troops Move to Big Bend During Day.

El Paso, July 10.—The battle between 3000 Villistas under Calixto Contreras and an equal number of Carranzistas is imminent near Las Nivas, Durango, Gonzales announced this afternoon. Contreras has withdrawn from Baca to Las Nivas, pursued by a Carranza column under Arieta. The Villistas are entrenched and a sanguinary battle is expected. The fifth Massachusetts infantry has been ordered to the Big Bend district against Villista raiders, reported menacing there.

Mrs. Wood Dead
The remains of the late Mrs. N. R. Wood, aged 36, wife of the signal maintainer for the O-W. and who died Saturday have been shipped to Honeyville, Utah for burial. The funeral services were held yesterday whereat a large number of friends of the bereaved family were present.

She is survived by the husband and two children, one of whom is about two months old.

Storm Damage Heavy.
New Orleans, July 10.—The first direct wireless messages from Mobile and Pensacola today said property damage as a result of the hurricane in the gulf region will reach five million. The government naval station at Pensacola was damaged to the amount of \$350,000.

WILCOX SUED.
Norwegian Brings Proceedings Against Portland Boat Owner.

Portland, July 10.—Christopher Hannevig of Norway has filed suit for \$300,000 against Theodore Wilcox, in the federal court. He declares he had an option to buy the steamer Annette Rolph for a million, fifty thousand dollars when Wilcox sold her to Mayor Rolph of San Francisco for a million three hundred fifty thousand. Rolph later sold her for a million and seven hundred and fifty thousand.

Labor Commissioner Returns.
Salem, July 7.—Labor Commissioner Hoff returned yesterday from an extended visit in the East, having stopped off in 13 states. The purpose of his visit was to make an investigation of the administration of the offices by the several labor commissioners in the East with the view to improving his own department. He visited 26 towns and 102 factories.

PEACE APPEAL GREETED WITH GREAT ACCLAIM

DETROIT HEARS ANSWER TO ROOSEVELT'S "SPIRIT OF MILITANCY."

SAME AUDIENCE HEARS WILSON'S PEACE APPEAL

Sovereignty of Mexico Must Be Recognized Declares President Wilson at Detroit—He Won't Help Those Who Want to Possess the Nation.

Detroit, July 10.—President Wilson today answered Roosevelt's "spirit of militancy" with a message of peace. Speaking to 3500 packing the Arcadia hall, the President declared fighting results in hatred, and ruins opportunity of progress in trade and civilization.

The same people who cheered Roosevelt's militant speech two months ago, rocked the hall with cheers for peace today. "We must respect the sovereignty of Mexico," the President said. "I say that for the benefit of those wishing to butt in. Mexico feels we wish to possess her. This is due to the manner some have tried to exploit her. I won't help these men."

"ROOKIE" HUGHES GLAD.

Son Hears of Father's Nomination at Plattsburg Training Camp. Plattsburg, N. Y., July 10.—Private Charles E. Hughes, Jr., of Company F, was sitting on a bunk reading the news from Chicago when word of his father's nomination was received at the telegraph office at the camp. Reporters hurried over to tell him that his father had been chosen.

"Has he accepted?" was the nominee's son's anxious question. He was told that only a bulletin had been received. He was greatly pleased, evidently, and accepted with smiles the congratulations of his company mates, who hurried from every direction when the news spread. The congratulations were cut short, however, by the orders from the company commander for all hands to get busy with shovels and clean up the camp.

MANY BESIEGE RED CROSS.

Men and Women Eager to Serve as Nurses on Mexican Border.

Philadelphia, July 10.—Fifty persons, men, women and others hardly more than children, applied at the headquarters of the American Red Cross in one day, requesting and pleading that they be sent to the Mexican border at once. They were referred to the American Red Cross society in Washington or to Mrs. Jane Delano, chief of the nurses in Washington.

The local Red Cross society is merely on an organizing status and is devoting renewed energy in that direction because of the present crisis. In the last few days, 5000 persons have become members, bringing the total membership up to 24,000 in the southeastern district. The financial returns are increasing accordingly. It is planned to secure a total membership of 50,000 and a fund of \$1,000,000 to meet any emergency.

Four hospital bases are to be established in the near future, two of them immediately. It is planned to hold a meeting this afternoon in the Hotel Adelphia to decide whether any additional steps be taken to place the Red Cross society in a position to respond to an immediate call. The seriousness of the situation was voiced by one of the Red Cross officials, who said that it looked as if the Army is due to spend five years in Mexico.

Nurses desiring to go to the front under the auspices of the Red Cross society must be trained ones. They must be over 25 years of age and under 40, and must have spent two years in a hospital with at least 50 beds. Nurses' helpers need not comply with these requisites.

WOULD BUY NORTH MEXICO.

Washington, July 10.—Representative Caldwell introduced a resolution today proposing appointment of a commission of five to negotiate with Mexico for the purchase of Lower California and northern States in Mexico. The Mexican government is invited to name a similar commission.