

WELL, PAY UP WEEK IS HERE AT LAST, AND TODAY THE DOLLARS WILL START MOVING

La Grande Evening Observer

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

VOLUME XVI

LA GRANDE, OREGON, TUESDAY, FEBRUARY 20, 1917.

NUMBER 208

BILL TO GIVE PRESIDENT NEW POWER IS ASKED

CONGRESS ASKED TO EMPOWER
HIM TO USE LAND AND
NAVAL FORCES.

ALSO TO PREVENT VIOLA-
TION OF OBLIGATIONS

Secretary Lansing Urges Passage of
Legislation—Espionage Bill Passes
60 to 10—Americans in Turkey
Want Transportation Home—Sub-
marine Nets Entangle Liner.

Washington, Feb. 20.—(United Press)—Secretary of State Lansing conferred with the Senate Judiciary Committee today in an effort to obtain passage of the bills empowering the President to use the land and naval forces, "whenever it is necessary to do in order to enforce the United States' obligations or to detain vessels or to prevent violation of obligations."

The administration's espionage bill passed the Senate 60 to 10. It is learned that the government will soon ask Turkey to obtain an Austrian-German safe conduct for passage of the United States Naval Collier Caesar and the gunboat Des Moines to Beirut where a thousand Americans await homeward transportation.

Submarine nets in the Hampton Roads channel caught the liner Madison en route to New York. The crew is now endeavoring to disentangle the nets in order to resume voyage.

Steamers Orleans and Rochester today entered the barred zone. Both are American and are unarmed. They carry American crews. Officials are anxiously awaiting word. It was learned on the highest authority that the German war danger will remain until the submarine decree is revoked.

The Porto Rico bill providing for a civil reorganization passed the Senate without a roll call. A filibuster threat caused the elimination of the woman suffrage provision.

Two Wallowa Pat- riarchs Are Dead

G. J. Wolfe of Wallowa died yesterday in Wallowa. He is the sire of the most of the Wolfes of this section. Among his survivors are Jephtha Wolfe and Mrs. Peach (Dora Wolfe) of La Grande.

William Lydall, 89 years, 10 months and 9 days old, died in his Wallowa home Saturday. William Lydall, a son, passed through La Grande last night on his way to Milton. Bruce Lydall is another son.

Sweden Demands Compensation for Ship

Copenhagen, Feb. 20.—(United Press)—The Swedish government instructed the Berlin minister to formally demand compensation on the steamer Varing, which was submerged. The government authorized the announcement.

The postoffice will observe the holiday on the 22nd, and will be open only from 9 to 10 a. m. There will be no city or rural deliveries on the 22nd.

HUNGER CRAZED MOTHERS ASK N. Y. FOR BREAD

MOST OF THE WOMEN CARRY
BABES IN THEIR ARMS.

STORM CITY HALL TO SEE
MAYOR: POLICE ARREST ONE

Three Hundred Were in Mob This
Morning—Two Thousand Said to Be
Gathering in Rutgers Square for
"Siege" This Afternoon—Women
Attacked Patrol Wagon in Which
One of Their Number Was Held.

New York, Feb. 20.—(United Press)—Three hundred, thinly clad, bare-headed, hunger-pinched women stormed the city hall steps this morning crying, "We want bread." Most of them carried babies. Mrs. Ida Harris, president of the Mothers' Vigilance league, and "Sweet Marie" Ganz led the crowd. The streets and buildings were scenes of the greatest confusion and thousands of spectators were in the city hall park. The police reserves were called.

The women were from the Rutgers Square tenement district. They screamed and yelled when the doors were banged in their faces. The leaders entered the building demanding to see the mayor. Mrs. Harris declared that hundreds were starving. The mayor was absent.

The police dispersed the women. "Sweet Marie" was arrested and shrieking women charged the patrol wagon demanding her release. The police formed ranks and halted the charge. A crowd gathered in front of police headquarters calling for Police Commissioner Woods. It is reported that 2000 women are organizing in Rutgers Square to march to the city hall.

HIGHWAY ROUTE THRU EASTERN OREGON FIXED

County Judge Phy, who has just returned from Salem, where he has been for the past few days in the interest of the definite location of the highway through Eastern Oregon, informs The Observer that the route is practically settled.

Last fall the county court applied for a portion of the highway money that has been paid into the highway fund from this county for the past years, and at the same time applied to the highway commission to lay out and designate a road across the Blue mountains as a definite part of the state highway. As a result of this application the state engineer investigated the route from Pendleton to La Grande and through his recommendation, sent an engineering crew that has been at work in both directions from the summit at Kamela, since about the first of November. This survey has been completed on the Umatilla side and only a small part of the Union county side remains to be finished as soon as the snow is off this spring. The state highway commission agreed to pay \$2000 towards the expense of this survey, this being the first money that ever came back to this county from the highway fund to which Union county has contributed for several years.

Judge Phy thinks from the fact that the county court secured this survey and appropriation last year, and through the efforts to bring the main line of an eastern highway through Eastern Oregon, there is no danger of being sidetracked for a main line through the central part of the state. He believes the plan of raising money for state highways may not meet with general approval; but the definite location will be a basis upon which to work with any funds that may become available.

One feature of the bill is that it provides for post roads, which are built entirely by state and government money, this being the class of roads generally needed through the hilly and mountainous sections. The roads running through any county desiring pavement, must first be put in condition for the pavement by the county, then it is hard-surfaced at the expense of the state.

LATE NEWS BY WIRE

Minister Whitlock Continues Belgian Relief Work.
Berlin, via Sayville, Feb. 20.—(United Press)—The official press bureau announced that Brand Whitlock, American minister at Brussels, was continuing the Belgian relief work unhindered.

Representative Lindberg Says Morgan Knows of Financial Conspiracy.

Washington, Feb. 20.—(United Press)—Representative Lindberg told the House Judiciary Committee that Secretary Redfield, Comptroller Adams, Morgan and many bankers throughout the country could tell details of the alleged Federal reserve board conspiracy to surrender the financial interests of the country to Wall Street.

British Consul in San Francisco May Be Indicted.
San Francisco, Feb. 20.—(United Press)—It is authoritatively reported that Federal District Attorney Preston will soon attempt to indict British Consul Carnegie Ross on a charge of conspiracy to violate neutrality. Preston refused to confirm this. He admitted an important indictment is expected shortly.

Ross is alleged to have aided the work of the British Friendly Society. Two other men connected with the Society already have been convicted on the charge of recruiting soldiers in California contrary to the Federal statutes. The United States appellate court yesterday reversed the convictions and ordered both Britishers to be given a new trial.

SHIP IS SUNK, SAILORS SAVED

London, Feb. 20.—(United Press)—The Norwegian embassy announced that Frank Wood and John Guerra, Americans, survived the submarining of the Norwegian ship Dalbeattie, en route from Gibraltar to Glasgow.

The submarine shelled the steamer while the crew was entering the lifeboats.

The sailors floated for thirteen hours. All were saved. They suffered greatly from exposure on the open sea.

Austria Asked To Speak

Amsterdam, Feb. 20.—(United Press)—Ambassador Penfield of Vienna asked that the Austrian foreign office define their government's submarining attitude. Vienna reported Penfield specifically asked whether Austria withdrew assurances given after the Ancona and Pershia submarinings.

O. A. Gordon Crushed By Portland Elevator

Dead Man Was Head Western Union
Lineman Here Four Years Ago—
L. L. Gordon Is Brother.

O. A. Gordon, 34, formerly head lineman of the Western Union company here, and a brother of L. L. Gordon of La Grande, was crushed and killed by an elevator in the Marshall-Wells Hardware company's warehouse, Fifteen and Kearney streets, Portland, yesterday morning. He had been employed by the express company as driver but three days.

The elevator was in charge of T. J. Mallum. Gordon, with a truck loaded with express packages, entered at the first floor. The packages were piled so high on the truck that the men on the car could not see one another. The first intimation that Mallum had that anything was wrong was when the car jarred slightly. Stopping the car and looking over the pile of packages Mallum saw Gordon's body jammed between the floor and the car. The body was taken to the Good Samaritan hospital but was found to be dead.

George W. Hull of La Grande is an uncle of the dead man. The parents are Mr. and Mrs. W. A. Gordon of Colfax, Wash., where the body will be buried. L. L. Gordon will go to the funeral.

LEGISLATURE ADJOURNS AT 2:30 THIS A. M.

\$6,000,000 ROAD BONDING BILL
WILL BE SUBMITTED TO
VOTE OF PEOPLE.

Salem, Ore., Feb. 20.—(United Press)—The legislature adjourned sine die at 2:30 o'clock this morning. The senate passed the \$6,000,000 bond bill by a vote of 25 to 4. This carries an election provision. It now goes to the governor.

LIBRARY RECEIVES CHILDREN'S BOOKS

Children's books just purchased for the public library include the following titles: "The Slowcoach," by E. V. Lucas; "Quicksilver Sue," by Laura E. Richards; "Eyebright," by Susan Coolidge; "Ben Comee," by M. J. Canavan; "Brooks and Brook Basins," by Alexis E. Frye; "The Story of Matka," by David Starr Jordan. This last book is a tale of the fur seals of the North Pacific islands. "The Grizzly King," by J. O. Curwood is described by the Outlook as "the best bear story we ever read."

THE WEATHER

Portland, Feb. 20.—(United Press)—The weather forecast: "Rain or snow. Winds south to west."

Fire Started by Hot Ashes.
Fire started by a box of live ashes placed by the side of the woodshed of the George Ruby home on Washington street, between Cedar and Oak, this morning by a roofer did a \$100 damage to the woodshed and another outhouse. The fire department extinguished the blaze in about 15 minutes.

C. C. Lamb, O. A. C. poultry extension leader, will meet the Cove poultrymen this afternoon and tomorrow. He will meet with the Union poultrymen Wednesday. Thursday Mr. Lamb will hold a meeting for local poultrymen at B. W. Schroder's poultry farm near Island City.

Christian Church Meetings Continue.

The Grimes evangelistic meetings in the Christian church are being held each evening and are attracting good audiences. Mr. and Mrs. Grimes will be here the remainder of the week.

Steel Foreman Comes Tomorrow.

F. A. Eleseske, foreman on the 100 pound steel relay work of the O-W. R. & N. company, will arrive in La Grande tomorrow with his wife and four daughters. Work on the replacement of the present rails with the 100 pound rails will start as soon as the weather permits. About 30 miles will be laid on this division, the only one to be given 100 pound rails.

GENERAL FRED FUNSTON DIES AT DUTY'S POST

SUFFERS ACUTE ATTACK OF IN-
DIGESTION—END CAME
LAST NIGHT.

WIFE AND CHILDREN
PROSTRATED WITH GRIEF

Handling of Regular Troops on the
Border and the Tremendous Amount
of Details Connected With General
Pershing's Expedition Exceeded
That Done by Any Commanding
General Since the Civil War.

San Antonio, Texas, Feb. 20.—(United Press)—General Frederick Funston died last night of acute indigestion.

San Antonio, Texas, Feb. 20.—(Special)—General Funston, commander of the southern department, died a few minutes after collapsing in a local hotel, where he had gone with a party of friends. Physicians say acute indigestion caused his death. He had just finished dinner and was playing with a child when he fell unconscious.

It was only recently learned that aside from an inspection trip which took him as far as Nogales, Arizona, one trip to Brownsville and a brief trip to Austin, Texas, last year, were the only occasions when he was absent from his desk since the border trouble developed. At critical times in the border developments he frequently remained on duty 24 hours steadily.

Handling of the regulars disposed at various stations on the border. The Pershing expedition and of the late rearrangement of regular troops while providing for the return of the guardsmen entailed an enormous amount of detailed work, probably exceeding that which fell to any commanding general since the Civil war.

Only yesterday he completed orders for the return of the guardsmen and had been required to work at an unusual pace. Two weeks ago he suffered an attack of indigestion. To use his own expression, "I fought it out alone." Later he placed himself under the care of Col. M. Ireland of the medical corps and regained his normal health and spirits. "For three days," Ireland said, "Funston had been well. Nevertheless, at dinner last night Funston was particularly abstemious and ate only sparingly of the simplest dishes. His death followed quickly after his sudden and unexpected collapse."

San Antonio, Texas, Feb. 20.—(United Press)—General Pershing assumed temporary command of the army of the southern department following General Funston's death.

General Funston's body was taken to Fort Houston and will start for San Francisco tonight. The funeral will take place Saturday.

The army officers believed that overwork caused the fatal attack of indigestion.

San Francisco, Feb. 20.—(Special)—Mrs. Funston is here prostrated with grief. Their three children are with her—Frederick Jr., aged 13; Barbara, 8, and Elizabeth, 3.

Washington, D. C., Feb. 20.—(Special)—Funston's death was a shock to the president and administration officials. Secretary Baker said: "It is a loss to the army and the country." Pershing will succeed to command of the southern department until a new appointment is made.

French Make Raids And Take Prisoners

Paris, Feb. 20.—(United Press)—It is announced that the French raided north of Eliray and West Waterville and took many prisoners. Considerable artillery was done in the Oise and Aisne regions.

Conductor Changes Contemplated.

Among the conductor changes contemplated because of the return of F. L. Coykendall from the Portland operating office to the Portland-Umatilla passenger run are: William Wade from the Joseph branch passenger run to the Joseph branch log run, and J. Ormond, from freight run to branch.

LA GRANDE MEN HEAR SPEECHES AT LUNCHEON

REV. G. L. CLARK SPEAKS ON
PHASES OF CAREER OF
GEORGE WASHINGTON.

W. L. FINLEY'S TOPIC
IS GAME PRESERVATION

Chairman William Miller Reads Letter
Appealing for Aid in Getting
Motor Car Service Between La
Grande and Elgin and Committee Is
Appointed to Cooperate.

La Grande business rubbed elbows today at the weekly luncheon at the Foley hotel and heard a snappy five-minute talk by Rev. G. L. Clark on three phases of the career of George Washington.

Heard State Biologist William L. Finley tell what the preservation of the game and natural resources of the state meant as a business investment that would pay large dividends.

Heard the plea of Elgin people, as presented in a letter by Edwin Morrison, for motor car service between Elgin and La Grande and appointed a committee to cooperate consisting of G. T. Cochran, F. L. Meyers and E. E. Kiddle.

Listened to the roll call of those present.

Ate a good meal, laughed and got better acquainted.

The luncheon was a great success and William Miller, chairman, was congratulated on his fine program.

He announced J. G. King, of the Y. M. C. A., as chairman of next Tuesday's luncheon. Those business and professional men of La Grande who wish to attend should notify Mr. King before Monday.

Elgin Wants Better Service.

Mr. Morrison's letter, which was read by Mr. Miller, follows:

Summersville, Ore., Feb. 17, 1917.—

Mr. William Miller, La Grande, Oregon.

Dear Sir:—I notice in The Observer that you are to be chairman of a business men's banquet next Tuesday evening, therefore I am taking the liberty of writing you upon the matter of additional railway service between Elgin and La Grande.

This has been a matter in which the great majority of the residents who reside in the north end of the valley are vitally interested.

Two years ago I secured a petition which was liberally signed by resident and business men of Elgin, Imbler and Summersville, and forwarded the same to General Passenger Agent William McMurray, of the O-W. R. & N. company.

The petition received a respectable and courteous hearing and considerable correspondence relative thereto passed but at that time, owing to slack business the company decided to postpone action.

Several weeks ago there was a mass meeting held in the city of Elgin and the matter of securing a motor service between La Grande and Imbler was discussed and with just one objector the idea was unanimous. The Elgin Recorder was more than favorably impressed with the matter and the residents of Elgin are greatly desirous of having this additional service.

Last Saturday there was a gathering of the farmers and business men in Imbler to organize a Federal Loan association and this train service was also discussed and it was the unanimous sentiment of those present that it was badly needed and Mr. Williams, cashier of the Imbler bank, was requested to write Mr. McMurray.

I am inclosing you a letter of January 26th, written to me by Mr. McMurray which you will note is at least more favorable than heretofore, however, he does not look upon this season of the year as being opportune. I take issue with Mr. McMurray, I believe this is just the season to inaugurate such a system and I believe if the business men of La Grande will get behind the other sections of the county, who are vitally interested that this service can be secured immediately.

La Grande should be more than willing to assist us, as under present conditions those who desire to do business with La Grande are compelled to remain over night, which practically requires the greater portion of two days, as a result many do not go to La Grande only when necessity calls them.

(Continued on Page Eight.)