

STUBBS SAYS 65 IS AGE TO RETIRE

Veteran Traffic Man Feels That Younger Ones Ought to Have Chance.

OWN INTEREST NEGLECTED

Time Will Be Devoted to Mr. and Mrs. Stubbs After Career of Half Century in Railroad Field Is Ended.

CHICAGO, April 16.—(Special.)—Adhering to an opinion formed long ago that every officer of a big corporation ought to retire at the age of 65 years, John C. Stubbs, vice-president and director of traffic of the Harriman lines, confirmed today a report that he will retire from the railroad field in a year and devote his declining years to private affairs.

As one who has risen from obscurity to a commanding position in the commercial world, and a man who commanded the admiration of the late E. H. Harriman, Mr. Stubbs is regarded as an exceptional figure in the railroad field. Beginning as a railway worker 14 years ago, Mr. Stubbs has been an indefatigable worker throughout a period of 45 years, and has reached the conclusion that he is entitled to a rest.

Decision Is Reached. "It is my intention to quit railroad service when I am 65 years old," he said today. "I reached that decision some time ago, and it has been known to my associates for a considerable length of time. In the year 1912, I will have passed the 60th milestone in my career as a worker, and it seems to me that when my 65th birthday is reached, soon after, it will be time for me to 'knock off.' Of course I make the statement with the understanding that nothing intervenes meanwhile to sever my relations with the Harriman roads. I have been on the payroll of the Southern Pacific or its predecessors for more than 40 years.

After I have been relieved of my duties I intend to go to Ashland, O., where I was born, and where I have bought a home. It will be my aim to devote a large amount of attention to Mrs. Stubbs and also some attention to one J. C. Stubbs, whom I have neglected considerably during the busy years I have been in the harness. Besides, there are a number of things I want to attend to as soon as I am care-free.

Young Should Have Their Chance. "I reached the conclusion long ago that an officer of any big company ought to retire when he is 65 years old and give a chance to the younger element."

Mr. Stubbs was born May 21, 1847, at Ashland, O., and entered railway service in March, 1863. Up to October, 1870, he was a clerk in the general freight office of the Pittsburg, Chicago & St. Louis Railway at Columbus, Ohio. He subsequently became chief clerk in the general freight office of the Central Pacific road at Sacramento, Cal., and later vice-president of traffic manager of the Southern Pacific, Union Pacific, Oregon Railway & Navigation Company and Oregon Short Line July 9, 1901.

SPENCE OR STOHR MAY MOVE If Stubbs Quits, One or Other of Assistants Likely of Promotion.

It has been known to officials of the Harriman system for some time that J. C. Stubbs intended to retire from the position of vice-president and director of traffic at the close of the present year and some speculation regarding his probable successor already has been noted.

The directors of the Union Pacific choose a man from one of the other roads. It is likely that L. J. Spence or F. C. Stohr, assistants to Mr. Stubbs, will be elevated to the position.

Mr. Spence outranks Mr. Stohr, although the latter official has been in the traffic director's office for the greater length of time. Mr. Spence, however, has served many years with the Harriman interests. Until January 1 of the present year, when he was transferred to his present position with headquarters in Chicago, he was general freight agent of the Harriman steamship lines in New York. When he received the appointment as assistant traffic director it already was understood that Mr. Stubbs was to leave the service and many railroad officials drew the conclusion that he will become his successor.

Mr. Stohr formerly was in the traffic department of the Chicago Great Western and had been with the Harriman lines for four or five years. The power to fill this office rests entirely with Robert S. Lovett, president of the Union Pacific and affiliated lines, although in naming a man for such a high position he generally has called into consultation other members of the board of directors.

A change of this kind will not affect the traffic organization of the Harriman lines in the Northwest. The business of the O-W, R. & N. Company is handled entirely by the officers in this city. They are not directly responsible to Mr. Stubbs' office either for their positions or for the conduct of their offices.

The decision of the Federal courts in the merger cases now are pending and upon which a final decree may be expected at any time, also may have an effect in filling the vacancy. At present Mr. Stubbs exercises jurisdiction over both the Union Pacific and Southern Pacific systems. Should the case be decided adversely to the railroads his office could handle the business of but one line. It is possible, in that event, that an entire new organization would be formed. This also would affect the organization in Portland where the business of the O-W, R. & N. Company and of the Southern Pacific Company's lines in Oregon is handled by the same set of officials.

Pendleton Jails Gem Peddlers. PENDLETON, Or., April 16.—(Special.)—Because they attempted to sell "fake" jewelry in the city of Pendleton, four peddlers are lodged in the City Jail. They were arrested yesterday and were sentenced by Judge Fitzgerald to serve 10 days each. They give the names of William Foster, J. M. Wilson, Clarence E. Martin and James Williams.

SOUTHERN PACIFIC TRAFFIC DIRECTOR WHO RETIRES TO "GET ACQUAINTED WITH HIS FAMILY."



JOHN C. STUBBS.

CANADA IS WAITING

Reciprocity's Fate Depends on Washington, It Says.

FAVORABLE REPORT DUE

Members of Dominion Government Look for It When Parliament Reassembles Wednesday—Westerners Are Enthusiastic.

OTTAWA, Ont., April 16.—A favorable report on the reciprocity agreement with the United States is looked for by members of the Dominion government not long after Parliament reassembles Wednesday, the rapid progress being made at Washington, and the prediction that the agreement will be before the Senate by next Thursday have been noted with satisfaction.

Settlement of the reciprocity issue in Canada, they believe, now depends primarily upon the action at Washington. Any assurance that Congress will ratify the agreement may be coupled, they say, with the assurance that the Canadian Parliament will do its part. The government, backed by a majority of over 40 in the House, is pledged and anxious to put the agreement through as soon as the conservative opposition permits a vote.

Conservatives Are Outnumbered. Modification then by the Senate would be merely a matter of form, since the government supporters in that body outnumber the conservatives three to one.

Until the agreement is ratified by both American branches, the fight against it in the Canadian House will be continued along the lines followed the last six weeks, in the hope that the situation may be saved, from the conservative point of view, by a failure of the Senate at Washington to pass the American part of the pact.

Resentment aroused by annexation talk has practically disappeared, but in large centers like Montreal and Toronto, where the protectionist element is strongest, the fight against the agreement is being continued by conservative press and speakers. The situation elsewhere is different.

Westerners Want Pact. Addressing his constituents in Morde, Manitoba, Thursday, W. H. Sharpe, a leading conservative, said he knew all he had to do to make himself safe in seat was to vote for reciprocity. Other Western conservatives are in the same position.

There is no method whereby the government can force debate. The prevailing opinion, however, appears to be that if Washington passes favorably upon the matter, the opposition will not try to talk the measure to death or to delay its ratification until the middle of May, when Sir Wilfrid Laurier, prime minister, plans to sail for London to attend the coronation.

The prime minister hopes to leave for London May 12.

SHOPMEN BACK TO WORK Rumor of Political Motive for Retrenchment Proved False.

SACRAMENTO, April 16.—(Special.)—The Southern Pacific Company, which three weeks ago laid off more than 500 men in its Sacramento shops, put the shops on a five-days-a-week basis and made other rules for retrenchment here at present Mr. Stubbs exercises jurisdiction over both the Union Pacific and Southern Pacific systems. Should the case be decided adversely to the railroads his office could handle the business of but one line. It is possible, in that event, that an entire new organization would be formed. This also would affect the organization in Portland where the business of the O-W, R. & N. Company and of the Southern Pacific Company's lines in Oregon is handled by the same set of officials.

TARIFF ISSUE TO BE SETTLED BY CONGRESS

Speed of Past Will Receive Check When Proposed Free List Is Reached.

SENATE MAKING NO HASTE

Direct Election of Senators and Campaign Publicity Bills Have Good Prospects, Since Membership Is Changed.

WASHINGTON, April 16.—So far in the extraordinary session of Congress it has been plain sailing for the well-organized Democratic majority in the House of Representatives, but in the view of a strong minority there are refer with pride to the achievement of passing the bill for the popular election of United States Senators next Wednesday. The bill is in two legislative days and to bringing before the House the Canadian reciprocity agreement with assurance of the farmers' view by an overwhelming majority by the middle of this week.

Machine Runs Smoothly. To all these features of the executive program, however, there has been little opposition. The wonder of it, to the experienced observer, was the demonstration of the smoothly running Democratic machine.

When the insurgents retired they took their locomotive and some of the cars with them. Beside the tracks were some bloody clothes, showing that they had some dead or wounded. No wounded were left on the field, however. The Associated Press correspondent found two dead bodies. One was full of bullet holes. Another body had been rifled by vandals.

General Navarro has not enforced the embargo on Americans crossing to and from Juarez and the town operated its saloons and gambling games as usual today. American troops on the Texas side of the river have taken their preparations to prevent Americans from getting near the river if there was a battle in Juarez, but the precautions were not necessary. There was no fighting this morning.

Federals Watch Juarez. The federals are keeping a strict watch over Juarez tonight. The federal patrol the streets and soldiers are in the trenches on the outskirts of the town. Federal military officials are not looking for any immediate attack, but they are of the opinion that there will be no fighting at least until Dr. Gomez's negotiations are concluded.

The insurgents have insisted that there is no danger of an attack and that Madero is not close to Juarez.

But by what is to follow—the free list bill approved by the Democratic caucus and favorably reported by the reciprocity committee on Wednesday—the rapid pace of legislative progress, it is predicted, will receive a check. Reciprocity discussion, begun Saturday, finished an opportunity for some minority leaders to intimate their intentions and to make it clear that the bill placing on the free list manufactured articles in demand by the farmers will be opposed as stubbornly as any proposed Democratic tariff measure ever were opposed in Congress.

Debate to Be Prolonged. The majority leaders realize the bills cannot be rushed through, and they are preparing to meet the assault of a prolonged debate. Chairman Underwood, intends to submit to the House the committee's report on the free list bill on the concluding day of the reciprocity debate, so that it may be called up the following day.

The tariff debate, it is expected, will begin at once, and it is the hope of the majority that the bill can be put upon its passage within two weeks. The determination of the minority leaders to result in an opportunity for some minority leaders to intimate their intentions and to make it clear that the bill placing on the free list manufactured articles in demand by the farmers will be opposed as stubbornly as any proposed Democratic tariff measure ever were opposed in Congress.

Minority Opposes Haste. The minority members of the ways and means committee, in considering the proposed free list, voted solidly against it, maintaining it was a hastily framed measure, ill advised and unwise. The committee's report on the free list bill on the concluding day of the reciprocity debate, so that it may be called up the following day.

With all this in prospect, not to mention the proposed Arizona and New Mexico statehood bill, anti-injunction legislation, reappointment and appropriation bills, the outlook is that the House will be kept busy until well into the summer.

Two important pieces of legislation are before the Senate, which resumes tomorrow, but the Senate is not ready to consider any legislation, and, to all appearances, it is making no haste. The Senate committee are not named, and when it meets tomorrow, it is probable another adjournment will be taken until Thursday. One of the Senate leaders has said, however, soon the committee would be ready.

Senate to Take Its Time. "Well, we are on the defensive in regard to the tariff," he replied, "and I guess we are in no hurry to appoint a committee. The Senate will take its time."

Prospects, however, are good for the passage by the Senate of the popular election and campaign publicity bills. There is considerable new progressive material in the Senate and the popular election of Senators is sure to meet with a more favorable reception than it did in the Senate last Congress, where it received a majority, but not the necessary two-thirds.

ATTEMPT AT RESCUE FAILS (Continued From First Page.)

A point near Madero's camp. Railroad officials received instruction late yesterday to give every facility for its movement.

A delay may be caused until the younger Madero is able to return from Madero, the terminus of Mexico's Northwestern Railroad, about 150 miles from here.

BORDER MUST NOT BE CROSSED General Wood Orders Observance of Strict Neutrality.

WASHINGTON, April 16.—Major-General Leonard Wood today telegraphed instructions to Army officers in Texas not to cross the border under any circumstances.

This explains the use of two civilians in carrying a message to the Mexican Federal commander from Colonel Shunk, commanding the United States troops at Agua Prieta.

General Wood has telegraphed instructions that if either the Federal or insurgent troops of Mexico enter American territory they are to be disarmed and held until that everything possible must be done to preserve neutrality.

INSURRECTOS LEAVE FIELD Second Battle of Baucha Results as First One Did.

EL PASO, Tex., April 16.—The second battle of Baucha, which began yesterday, has resulted, as did the first,

fought February 4. The insurgents left the field and the federals have come back to Juarez. Fighting ceased last night some time. Whether the insurgents retired because of lack of water, as on the former occasion, or as the result of a message from Dr. Gomez at Washington relative to peace is not known.

A message was received here last night by the El Paso unit, however, to be delivered to Francisco L. Madero, and this was sent south in duplicate by two couriers during the night. The result of the message from Dr. Gomez. They admit that the message had to do with peace and will not deny that Dr. Gomez counseled inactivity pending negotiations which he now has on with Mexico City.

Two Lieutenants Killed. Soon after the messengers started, the insurgents retired. The federals lost six dead, including Lieutenants Miguel Baturon and Abraham Jimenez, and 12 wounded, including Captain Porfirio Hernandez. The wounded were brought to Juarez during the night. The dead were brought in today.

The federals fired a bridge on the railroad between Baucha, where the fight occurred, and Juarez, which was seemingly unnecessary, as an insurgent train had been dynamited Thursday at El Paso. One of the cars was full of cars loaded with railroad ties were ahead of the locomotive and received the brunt of the damage.

Wounded—Are Carried Off. When the insurgents retired they took their locomotive and some of the cars with them. Beside the tracks were some bloody clothes, showing that they had some dead or wounded. No wounded were left on the field, however.

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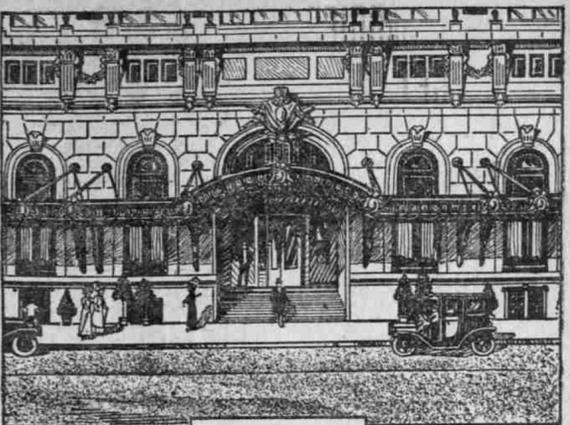
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mons collected by the party will be turned over to the United States National Museum, which has a general interest in the work.

NEW PISTOL FOR ARMY GOVERNMENT ADOPTS COLT AUTOMATIC

After years of searching investigation and rigidly imposed tests, the War Department has settled the question of automatic pistol superiority by adopting as the Army standard the calibre .45 Colt automatic pistol, model 1911, manufactured by the Colt's Patent Fire Arms Manufacturing Company of Hartford, Conn.

During these trials automatic pistols of the world's best makes have one by one proved unequal to the trying ordeal and exacting requirements of the ordnance experts until at the final crucial test only the Colt and one other prominent American make remained.

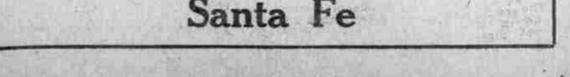
At the last test over 600 consecutive shots were fired from the Colt for endurance and the arm remained in perfect condition, maintaining its record for perfect scores and outranking its competitor in accuracy, rapidity of action and durability; it showed less shock from recoil, greater reliability and power, and as a consequence was the unanimous choice of the Ordnance Board. (See detailed report in "Army and Navy Journal," New York, April 1, 1911.)

The Government has thus proved to its own satisfaction, and for the benefit of the world, that the Colt automatic pistol is the superior of all other makes, and the merits that carried this particular model through exacting tests that showed the weaknesses of other types, are those which have made the old reliable "Colt" the proven standard of the fire-arms world.

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