

## 2 WARSHIPS ON WAY TO MEXICAN COAST

### Bryan Again Warns Americans to Leave.

## GARRANZA RECEIVES NOTE

### Zapata Occupies Capital as Obregon Abandons It.

## ULTIMATUM NOT GIVEN

### President Says United States Only Presents Views and "Acts Accordingly"—Diplomats Detect Serious Possibilities.

WASHINGTON, March 9.—American citizens again have been warned to leave Mexico City, in view of the critical situation that has arisen there. Secretary Bryan announced tonight that transportation facilities would be sought for as many as desired to leave. The battleship Georgia and the armored cruiser Washington were ordered by Secretary Daniels, after conference with President Wilson, to proceed at once to Vera Cruz.

Consular messages from Vera Cruz said it was reported there that the evacuation of Mexico City began last night.

**Occupation of Zapata Reported.**

Enrique C. Lorente, Washington representative of General Villa, received a message saying the Zapatista forces occupied Mexico City today, immediately on the evacuation by Obregon's troops.

Word came from American Consul Silliman that at a personal conference with General Carranza he has delivered to the latter the formal note from the United States Government demanding an improvement in conditions for foreigners in the territory under his control.

Carranza promised a written reply soon, but said orally that General Obregon had not prevented food supplies from reaching the City of Mexico, nor had he sent the available supplies from the capital.

**Serious Consequences Possible.**

These were the principal developments today in the Mexican situation, the importance of which today overshadowed in official Washington interest in the European war.

Although the contents of the American note to Carranza were not revealed, its emphatic tone impressed members of the diplomatic corps that serious consequences would ensue if Carranza failed to heed the representations made to him. The United States, in its communication, it became known today, described conditions as "intolerable" and called on Carranza to take the necessary steps to correct the situation.

The note pointed out that if harm befell any foreigners in the American Government would hold the Carranza officials "personally responsible" and would take the necessary means to impose the responsibility where it belonged.

**Note Not Ultimatum.**

It was not in the nature of an ultimatum. President Wilson himself today declared that the United States did not utter ultimatums but presented views and acted accordingly.

The movement of warships to Mexican waters and the warning to Americans, it was said, had been decided on out of an abundance of precaution.

The entry of Zapatista forces into Mexico City, it was believed by officials, would mean the reopening of communication north to the American border.

Secretary Bryan was hopeful that the situation would solve itself without the necessity of proceeding further than the making of representations.

**Trains to Be Demanded.**

In view of the interruption of railroad communication between Mexico City and Vera Cruz, except for military purposes, the State Department was prepared to insist that trains be provided for Americans who desired to reach the sea. That many Americans desire to leave is known.

The Carranza agency here issued another denial tonight of the reports of General Obregon's activities, giving a telegram from Obregon himself denying that he had interfered with the shipment of food to the city.

President Wilson indicated that some of the reports about conditions in the capital were exaggerated, but said that the fear of riots and outrages and the food famine had brought about a serious situation. It is known, too, from reports from the Brazilian Minister that General Obregon refused transportation facilities for the International Relief Commission, which raised a fund of \$25,000 pesos with which to bring supplies into the capital to succor the poor and destitute.

**Zapata's Arrival Gives Hope.**

It was believed tonight a reply from Carranza would be received tomorrow, but with the evacuation of Mexico City and the return of the Zapatistas, who according to official reports, policed the city well when they last were in command, officials were inclined to believe that the crisis would be passed without serious difficulty.

The Carranza agency here announced tonight that the following had been received from General Obregon in reply to a telegram asking for information about conditions in Mexico City:

"I note what you say in regard to the"

(Concluded on Page 2.)

## OREGON SAWMILLS REOPEN APRIL 1

### KLAMATH COUNTY'S BIGGEST PLANTS SOON READY.

### Pelican Bay Company Will Turn Out 150,000 Feet of Lumber in Rebuilt Property Now.

KLAMATH FALLS, Or., March 9.—(Special.)—Klamath County's two biggest sawmills, the Pelican Bay Lumber Company's and the Algoma Lumber Company's plants, will begin operation this year on April 1. The plant of the Pelican Bay Company burned last July, but a new one has been erected and will reopen with about 300 men in employment. The new plant will have a capacity of 150,000 feet of lumber every ten hours, or about twice that of the old mill, which was destroyed last year.

While the Algoma mill has not been running to capacity this winter, its box factory has been turning out about 22 cars of shooks a week. More than 200 men will find employment there in April.

The Lamm Lumber Company has closed a contract with the Forest Service for considerable timber to be cut on the west side of Upper Klamath Lake near Odega and are planning a busy season. The Edmondson Company has bought a large tract of timber east of here near Odega and will erect a mill shortly, the machinery for which is already on the ground.

## WOMAN DIES IN BLIZZARD

### "Scotty" Allan Discovers Body of Mrs. Dalquist in Drift.

NOME, Alaska, March 9.—The body of Mrs. Emma Dalquist, who became lost in a blizzard Sunday night while driving a dogteam from Safety to Nome, 22 miles, was found buried under a snowdrift today. She had been frozen to death. Apparently the woman became deranged in the bitter cold, for she had thrown away her mittens and mukluks.

Mrs. Dalquist's body was found by A. A. (Scotty) Allen, the widely-known racing dog driver, who was on the trail since early yesterday seeking the lost woman. He found her mukluks 15 miles from Nome and a short distance off the Cape Nome road early this morning. Returning to the vicinity later in the day he searched among the snowdrifts and found the woman's body, which is being brought to Nome.

## ALL ROSLYN PAYS TRIBUTE

### Mines Halt and Many Travel Far to Funeral of Henry Smith.

ROSLYN, Wash., March 9.—(Special.)—Mines stopped, business houses closed and practically every man and woman in Roslyn today paused to honor the memory of Henry Smith, one of the oldest residents of this community, who died last Saturday at Everett.

To the funeral services, which were in charge of the local Masonic order, came an escort of Knight Templars from the Ellensburg commandery, and nearly 100 old-time Kittitas County citizens from the lower valley, as well as others from Seattle and Tacoma. Mr. Smith came to Roslyn 28 years ago from Streator, Ill. He leaves besides his widow two sons and four daughters. For 25 years he was Justice of the Peace here, and was one of the wealthiest and most influential citizens.

## BITNEYS BOB UP IN BAKER

### Results of Taxi Rate War Is Service That Rivals Jitneys.

BAKER, Or., March 9.—(Special.)—Baker has a bitney service. Not a bitney nor a taxi service, but a bitney service. One taxi firm in a rate war tried to get the business by selling books good for ten 25-cent rides for \$2.25.

There were many purchasers, but another round trip with a ticket for another ride if the passenger goes only one way. This made the fare 12 1/2 cents or, in common talk, a bit. That is why they call them bitneys here and the only people who do not enjoy the war are those who loaded up on the books that gave rides for 22 1/2 cents a ride.

## PARTY UNION PREDICTED

### John Hays Hammond Says Republicans Will Win on Tariff.

MILWAUKEE, March 9.—"There can be no doubt that upon this one great economic issue—the tariff—the Republican party can rely for victory in 1916," said John Hays Hammond last night, in addressing several hundred Republicans of Wisconsin, who were assembled here for the purpose of inaugurating a movement toward party action in the coming campaign.

"I believe the Progressive, or third party, will assuredly come back to the Republican party in the coming campaign."

## JOB HELD FOR 41 YEARS

### Postmaster at La Center to Retire When Successor Files Bond.

RIDGEFIELD, Wash., March 9.—(Special.)—John K. Gaitner, who has been postmaster of La Center for 41 years, will retire from the service as soon as Patrick M. Kanes, recently appointed, can file his bond and receive his commission. Mr. Gaitner, who is 76 years old, came from Indiana in 1873, and the following year became postmaster.

He has missed only one term of office. When he took over the postoffice there were only four patrons who subscribed for newspapers. Mr. Gaitner is hale and hearty.

## 22 FRENCH TROOP SHIPS NEAR STRAITS

### Transports Are Sailing for Dardanelles.

## NEW NAVAL FLEETS REVEALED

### German Says Proof Found of British Additions Since War.

## TURKS BELITTLE ATTACK

### Result of Continuous Bombardment by Allies Declared Negligible. Rough Weather Hampers Operations, Reports Paris.

BERLIN, March 9, by wireless to Sayville, N. Y.—A dispatch to the Frankfurter Zeitung says that a steamer arriving at an Italian port reported having met 22 French transports near the island of Malta, heading toward the Dardanelles.

In an article in the Vorwaerts, the former London correspondent of the newspaper, in dealing with the Dardanelles attack, says:

"The composition of the British fleet appears to confirm the rumor that Great Britain has added two squadrons of new ships to her navy since the war began."

**Results Declared Negligible.**

Turkish advices published today in the various Berlin newspapers unite in declaring that the results of the allied bombardment of the Turkish forts in the Dardanelles have been negligible. At the same time it is pointed out that several ships of the allied fleet have been damaged.

The British battleship Queen Elizabeth particularly is said to have been damaged and a French armored cruiser also is reported to have been forced to retire. Two mine sweepers, the advices from Constantinople say, have been sunk.

Reports reached here from Smyrna by way of Constantinople describe the recent bombardment of that seaport as unsuccessful.

**Cruiser Is Damaged.**

A hostile cruiser was damaged and a vessel engaged in mine sweeping was sunk.

PARIS, March 9.—An official communication telling of the operations of the allied fleet in the Dardanelles was issued by the Ministry of Marine tonight.

It says:

"During the day of March 8, the superdreadnaught Queen Elizabeth, supported by four cruisers, entered the Dardanelles and with her great 381 millimetre guns bombarded Fort Rumilli Medjidieh Tabia, situated on Point Kildil Bahr."

"The bad weather has hindered operations."

## INDEX OF TODAY'S NEWS

The Weather. YESTERDAY'S—Maximum, 47, minimum, 41. TODAY'S—Probably fair; westerly winds.

War. German submarines sink three more merchantmen without warning. Page 1. Japan to watch Germans and Austrians carefully hereafter. Page 2. French find German positions armored and equipped with revolving guns. Page 2. Russian capture German stores. Page 2. James O'Donnell Bennett says fame has not turned Marshal Von Hindenburg's head. Page 3.

Mexico. Two warships ordered to Vera Cruz; United States note delivered to Carranza; Zapata occupies capital. Page 2.

National. Railway official says roads do not seek to profit by war. Page 3.

Domestic. Gould family put out of Missouri Pacific-iron mountain system. Page 1. China is supreme for day with dedication ceremonies at fair. Page 5. Testimony of noted investigator Thaw's sanity is denied. Page 7. Oscar W. Underwood says time has come for Government to limit business and stop hindering it. Page 8.

Sport. McCredie moves Naughton to outfield position. Page 12. State Fair Board decides to discontinue futurities after 1915. Page 12. Lincoln High School defeats Columbia in final interscholastic basketball game. Page 12.

Pacific Northwest. Last Legislature saved state \$644,560 on appropriations. Page 6. Morris Martin, accused of killing Deputy Game Warden Hubbard, freed at Medford. Page 7. Lister votes bill aimed at direct legislation. Page 6.

Commercial and Marine. Local wheat market advances four to six cents. Page 17. Foreign buying on large scale excites Chicago wheat market. Page 17. Wall street more interested in Mexican than in European situation. Page 17. Senju Maru is cleared for Orient with \$150,000 cargo from Portland. Page 18.

Portland and Vicinity. Mount Hood scaled earlier in season than ever before. Page 11. Council argues utility regulation at lively meeting. Page 10. Plans are made to use rocks around Oregon building. Page 13. Attorneys clash and suffer injuries before Judge calls halt. Page 11. Campaign for road bond issue launched. Page 10. Senator Bingham commends gas legislation passed by Oregon and Washington. Page 12. Four jitters in accident in day. Page 13. Dolly St. Denis identified as Mrs. Hazel Tackola, of Milwaukee. Page 5. Weather report, data and forecast. Page 16.

## ICE BLOCKADE IS EVADED

### Four Newfoundland Sealers Find Lane Through Floes.

ST. JOHN'S, N. F., March 9.—Four vessels of the sealing fleet, the steamers Terra Nova, Viking, Erik and Diana, were threatened with damage by the ice pack off this port today, but a change of wind tonight enabled them to run the ice blockade.

They slipped through lanes between the floes without damage and tonight were again on their way to the sealing grounds in the Gulf of St. Lawrence.

**Socialists Oppose Budget.**

LONDON, March 9.—The Prussian Diet accepted the budget on third reading today, says a Reuter message from Berlin. The Socialist members voted against the measure and the Poles and Danes refrained from voting.

## COULD FAMILY NO LONGER IN CONTROL

### Railroad Boards Drop Three Members.

## HOLD ON NUCLEUS IS LOST

### Connecting Lines Expected to Follow Example.

## FINLEY SHEPARD STAYS

### Missouri Pacific and Iron Mountain System's Election Swayed by Proxy Committee—Wall Street Approves the Change.

ST. LOUIS, March 9.—The Missouri Pacific-Iron Mountain Railway system, nucleus of the so-called Gould lines, passed today from control of the Gould family.

An election of officers and directors which accomplished this carried with it, financiers generally conceded, control of the connecting and subordinate Rio Grande-Western Pacific system by which descendants of Jay Gould, the great railway financier, linked the Middle West to the Coast, reaching Pacific tidewater through the Sierras, with scarcely a change in grade.

**Proxy Committee Controls.**

Instead of the Goulds, a proxy committee represented by Kuhn, Loeb & Co. and the Guarantee Trust Company of New York controlled today's election, at which 63 per cent of the stock was voted.

How complete was the change was indicated in part by the removal of three Goulds and E. T. Jeffrey, of New York, a long-time Gould executive, from the boards. B. F. Bush, who succeeded Jeffrey some time ago as president of the Denver & Rio Grande and Western Pacific railroads, swung into the saddle today as chairman of the board of directors of the Missouri Pacific and the St. Louis, Iron Mountain & Southern railroads, and his election presently to the same position with the Rio Grande-Western Pacific system was conceded to be probably a matter of course. He today succeeded George Jay Gould, son of Jay Gould, founder of the family fortune, as chairman of the board, and George Gould was not elected to the board.

**Brother and Son Dropped, Too.**

His brother, Frank J. Gould, and his son, Kingdon Gould, 25 years old, heretofore vice-presidents and members of the board, were not re-elected in either capacity.

Finley J. Shepard, an active Missouri Pacific director, was not re-elected. (Concluded on Page 2.)

## Tuesday's War Moves

THE House of Commons yesterday gave the British government authority to take over the control of the entire manufacturing trade of the country and to place it under a combined management for the purpose of increasing the output of munitions of war.

The defense of the realm act, passed at the outbreak of the war, gave the government power to take and exercise control over works where war materials were being actually made. David Lloyd George, the Chancellor of the Exchequer, on behalf of the government, today asked that the control of the manufacturing be extended to works which were capable of being used for that purpose.

This power was unanimously granted, although Andrew Bonar Law, the leader of the opposition, described the measure as "probably the most drastic ever laid before Parliament."

This step on the part of the government came as a complete surprise, although Lloyd George in a speech at Bangor last week emphasized the importance of increasing the output of war munitions, which labor disputes at that time threatened to diminish. Now the workers in the engineering trade will be in the position of public servants, and the government hopes that this fact will impress them with the importance of keeping up supplies for which the armies and navies of the allied countries largely depend upon this country. A business man will be placed in charge of the organization.

With the area extending and the size of the army and navy constantly increasing, the government found something must be done to keep the fighting branches supplied with arms and ammunition. The fleet engaged in bombarding the forts of the Dardanelles alone is using an immense quantity of ammunition. Also the ships engaged probably will have to be fitted with new guns and the old ones will need to be overhauled.

The operations of this fleet, which is now reported to have been reinforced by another battleship of the Queen Elizabeth class, and which is known to include more ships than those that have been mentioned thus far in the dispatches, continue to occupy the confidence of the British public that the guns of their warships are heavy enough to force the straits, although nobody seems to expect this to be done quickly or without British losses.

In addition to the military and economic importance of the opening of the straits would have, the allies are said to believe it would have an immense effect, not only on Turkey, but on Turkey's neighbors. Greece already is involved in a constitutional crisis over the Dardanelles and it was reported yesterday that a similar crisis had arisen in Bulgaria, where it was said the premier was demanding intervention on the side of the allies in opposition to the wishes of King Ferdinand, who, it is declared, desires to remain neutral.

In Greece, M. Gounaris has undertaken to form a cabinet to succeed that of M. Venizelos and threatens to dissolve Parliament if the body does not endorse his policy of friendly neutrality toward the allies. It is believed in high official circles in London, however, that the people will force the Greek government to intervene and that M. Venizelos will soon be back in office.

In the east and the west fighting between the Germans and the allies continues, but without making the situation much clearer. The Russians say they have inflicted another defeat on the Germans in the region of Augustow in North Poland, a short distance from the East Prussian frontier, which threatens to break the communication between the Germans near the Lower Niemen and those before Osowetz.

In Central Poland, the battle which had promised to develop on the Pilica River, has now died down, owing, as Petrograd puts it, to the Russians being too strong for the Germans, who were forced to abandon their offensive and fall back under a Russian counter attack.

Things seemingly have changed only little in the Carpathians, although the Russians, according to their reports, apparently have improved their position on the Hungarian side of the Dukla Pass. Petrograd asserts that the Austrians in the region of Svidnik, which is on the Ondava River, a considerable distance inside the Hungarian territory. The Austrians, however, are still attacking the Russians south of Boligrod, which is on the Galician side of the mountains just to the east of the Dukla Pass.

The Vosges Mountains, the Champagne district and the Arras region continue to be the scenes of hard fighting, but apparently neither side has gained any very distinct advantage.

General Louis Botha's campaign against German Southwest Africa, which had almost been lost sight of owing to the bigger events in Europe and Asia, is progressing. One of Botha's armies, advancing in the south, is reported to have occupied a German camp north of Okamas, which is 40 miles north of the border, and to have captured a large number of tents, provisions, clothing and transport animals.

These captures, according to report, showed that the evacuation of the Germans had been a hasty one.

**Suffragists Lose in Delaware.**

DOVER, Del., March 9.—The Delaware House of Representatives today defeated the equal suffrage amendment to the constitution, 5 to 22.

## SUBMARINE SINKS 3 STEAMERS IN 1 DAY

### 37 of One British Crew Reported Lost.

## ATTACKS WIDELY SEPARATED

### No Warning by Germans, Says London Admiralty.

## FIVE DESTROYED BY U-16

### One Spared Because of Women and Children Aboard—Chivalry of Commander Being Criticized by German Writer.

LONDON, March 10.—An official announcement just issued shows that German submarines yesterday (Tuesday) sank three steamships.

The statement follows:

"The steamer Tangistan was sunk by a German off Scarborough at 12:30 o'clock the morning of March 9. Only one man of her crew of 38 men was saved.

"The steamer Blackwood was sunk by a submarine without warning off Hastings at 4 o'clock the morning of March 9. Her crew of 17 was saved.

"The Princess Royal is destroyed.

"The steamer Princess Royal, of Glasgow, was sunk without warning by a German submarine at 9:15 o'clock the morning of March 9 off Liverpool. Her crew of 34 was saved."

The official report announcing the torpedoing of the British steamers Tangistan, Blackwood and Princess Royal—the two former cargo boats and the latter once a coastwise passenger ship—indicates that German submarines again are raiding at widely separated points around the British Isles. As all the boats were torpedoed in a period of less than nine hours it would seem probable that all three were sunk by different underwater boats.

Scarborough, off which port the Tangistan was sunk, is on the North Sea, in Yorkshire; Hastings is on the English Channel, in Sussex, and Liverpool is on the Irish Sea.

**2300-Ton Ship Sunk.**

The Tangistan, the largest of the sunken vessels, was of 2300 tons displacement. She was built in 1904 and owned by the Strick line of Swansea.

The Blackwood was built in 1907 and belonged to the Tyneside line of North Shields. She was a 741-ton vessel.

The Princess Royal was owned by M. Langlands & Sons, of Glasgow. She was a steamer of 229 tons displacement and was built in 1912.

A dispatch to Reuter's Telegram Company from Amsterdam says:

"German submarine U-16 was responsible for the sinking of five of the allied steamers which have been destroyed since the commencement of the submarine blockade, according to Otto von Gottberg, who gives in a Berlin newspaper an account of the cruise of the U-16."

"The submarine was commanded by Commander Hansen, who was in England when war was declared and got away on the last steamer."

**Torpedoes Fired at Warships.**

"Soon after her departure from Kiel, according to Von Gottberg, the U-16 attacked a British cruiser and a torpedo boat destroyer, but the torpedoes which the submarine fired missed them. She next sighted the steamer Laertes which outstripped her."

"The submarine's first victim was the British steamer Dulwich, the crew of which she allowed to get away in her boats. The second was the French steamer Ville de Lille and the third the French steamer Dinorah, all of which have been reported in the British official accounts as having been sunk."

"Von Gottberg does not give the names of the other two steamers which he says Commander Hansen sank, but declares that during the cruise one French steamer was not molested, as she had women and children on board."

**Chivalry Is Criticized.**

"This, says Von Gottberg, may have been chivalry on his part, but Germans will hardly approve of the action of submarine commanders if they allow their kindness of heart to get the better of them."

Otto von Gottberg is the war correspondent of the Berlin Lokal Anzeiger. Von Gottberg has written descriptive articles recently on the German navy and its activities. One of these concerned the engagement between British and German fleets in the North Sea January 24, in which the German armored cruiser Blücher was sunk. For it he used information obtained from men who took part in the fight.

Credit has been given the U-16 for sinking the Ville de Lille off Cherbourg February 17, but was not mentioned in connection with the other two steamers.

The French steamer Dinorah was torpedoed off Dieppe, France, February 19, but was reported to have been towed into Dieppe for repairs. The Dulwich was blown up off Havre February 16.

## 15 OF 8734 SHIPS ARE SUNK

### Britain Announces Result of Submarine Raids for Ten Days.

LONDON, March 8.—Fifteen British steamers sunk out of a total of 8734 (Concluded on Page 2.)

