

# FIGHT ON McCOMBS SAILS DEMOCRATS

### Real Trouble Brewing as Result of Interference by Wilson's Son-in-Law.

## BITTERNESS IS GROWING

#### Breach With Tammany Laid to Advice of McAdoo, Who Has President's Ear and Wants What He Wants When He Wants It.

OREGONIAN NEWS BUREAU, Washington, April 25.—There is real fire behind the smoke that is rising from the Democratic National committee, and the fight that is under way to elect Mr. Wilson's son-in-law to the presidency is intensifying. Chairman McCombs promises to cost the Democratic party dearly. Secretary McAdoo, son-in-law of the President, is the man who is trying to remove McCombs and his fight against McCombs is making matters worse, from the Democratic viewpoint.

#### Trouble Runs Back to 1912.

The trouble between McCombs and McAdoo dates back to the campaign of 1912, when McCombs was chairman and McAdoo vice-president of the Democratic National committee. McCombs, who is not a strong man physically, after losing the fight which resulted in Wilson's nomination at Baltimore, became ill, and was forced out of active politics until October. McAdoo, in the meantime, was acting chairman, and was nominally in charge. Both were inexperienced in politics, but McCombs had certain fixed ideas as to how the campaign should be conducted and he outlined those ideas to his lieutenants, even while he was on a sickbed.

McAdoo did not approve of the McCombs plans in many respects and sought to upset them, and it has not been the check placed on him by McCombs, he would have made several serious political blunders. McCombs, however, got into the campaign during the last month of the struggle and to him went the credit for conducting the successful Wilson campaign.

#### Breach With Tammany Comes.

McAdoo, however, had been in the fight to such an extent that he was leader of the credit bestowed on McCombs, and when Tammany, the Cabinet office, and McAdoo were made Secretary of the Treasury, McAdoo began plotting the undoing of McCombs. In the campaign against the Tammany crowd, McAdoo had played the Tammany game, for he believed it good, practical politics to work with the Democrats in that position in each state, regardless of what he thought of that organization. McAdoo was against the Tammany crowd, and wanted to ignore them in the campaign of 1912; he indeed wanted to cut loose from them, and it was only the superior authority of McCombs that prevented this breach.

No sooner was McAdoo in office than he cultivated the President, won his confidence, and became his closest adviser, and especially so regarding New York affairs. Straightaway McAdoo advised and the President ignored the organization in New York State, and bestowed Federal offices upon anti-Tammany Democrats.

#### McAdoo Wants His Own Way.

It has not been apparent why Secretary McAdoo is insistent upon ousting Chairman McCombs at this time, and his recent activity is ascribed largely to his insatiable desire to have his own way. He is one of those who "wants what he wants when he wants it," and having made up his mind to get rid of McCombs, he wants to force a vacancy in the National chairmanship. Having the ear of the President over all others and having been allowed to do as he pleased in New York patronage and New York politics, so far as the Administration could give him his way, McAdoo does not like to be balked now that he is demanding McCombs' scalp.

#### New Logging Camp Busy

Murphy Company Cutting 20 Cars a Day for Portland Markets.

VANCOUVER, Wash., April 25.—(Special.)—The Murphy Timber Company has been organized by Edward Murphy, who has opened a logging camp at Crawford, 20 miles from Vancouver on the Northern Pacific Yacolt branch, and is cutting 20 cars of logs daily for Portland markets. The company has bought the timber of the Twin Falls Company and already has a contract to cut 2,000,000 feet a few days ago, piling 80 feet long, for use in the Columbia River Interstate bridge, was cut by this company and hauled to the city on two cars. Fifty men are employed by the concern.

### Centralia Postmaster Banqueted.

CENTRALIA, Wash., April 25.—(Special.)—Members of Branch No. 30, National Association of Civil Service Employees, were hosts Friday night at a banquet tendered in honor of Thomas H. McCleary, new Centralia postmaster, and John Benedict, Jr., ex-postmaster. John Benedict, who took office 17 years ago and was succeeded by his son two years ago, was a special guest. W. M. Grafton acted as toastmaster, and toasts were responded to by W. W. Gaylord, George A. Miller, L. S. Rhodes, Miss Clara Ruchtel, J. M. Benedict, Jr., T. H. McCleary and Colonel J. M. Benedict. There are 13 members in the local branch of the Civil Service, whereas Colonel Benedict pointed out that when he took office there was only one.

### Idaho Guard Wins Trophies.

TWIN FALLS, Idaho, April 25.—(Special.)—Company D, Idaho National Guard, of this city, last week was presented with the National Trophy and the Duffur trophy, which were won for superiority in target practice. Medals were presented to six experts, 19 sharpshooters and marksmen, which makes a total of 44 out of the total enrollment of 73. Company D has a record of 21.8, which places it first among the National Guard companies of the United States.

### Duffur Defeats Maupin.

DUFUR, April 25.—(Special.)—The Duffur baseball team defeated the Maupin team today at Maupin by a score of 8 to 4.

### PHOTOGRAPHS OF WRECKED AUTOMOBILE AND SCENE OF ACCIDENT WHICH COST LIVES OF FOUR CHILDREN.



TOP, HOME OF F. E. SLY, AT CRESWELL, AND FATAL CROSSING OF SOUTHERN PACIFIC RAILROAD. CROSS MARKS POINT OF COLLISION. BELOW, WRECKAGE OF AUTOMOBILE AFTER COLLISION.

## 4 KILLED IN WRECK

### Auto Run Down at Creswell by Shasta Limited.

## DRIVER DANGEROUSLY HURT

### Car Run on Track in Front of Approaching Locomotive and Witnesses Assert No Signal Was Given at Crossing.

(Continued From First Page.)

The train was going at full speed beyond Creswell. Mr. Wilkerson's statements were corroborated by his companions, Homer Weber, Lloyd Brown and Glen Robinette.

### Signal Testimony Conflicting.

Several witnesses testified that they had heard no signals either at the public crossings or at the private crossing. The call for the block signal at Creswell, it was said, is omitted on Sunday. E. L. Howe testified that he heard the train whistle twice, once at the crossing and once at the Sly crossing. He said he was half a mile west of the train at the time, but recognized the crossings by the whistle. Testimony also showed that Mr. Sly was partially deaf.

### J. M. Devers, District Attorney, returned to Eugene last today, having continued the investigation until tomorrow, when the Southern Pacific Company has agreed to bring the train crew before the coroner's jury.

### SHOCK NOT FELT IN ENGINE

### Engineer and Firemen Ignorant of Accident When It Occurred.

Neither engineer nor fireman of the Shasta Limited that hurled four children to death at Creswell knew there had been an accident until the train had slowed down north of Creswell for the repair of a hot box, according to the assertions made by the trainmen upon their arrival in Portland. It was then the bent bars of the cowcatcher and shreds of human flesh bearing one side of the engine were noticed. "We were making better than 40 miles an hour when we passed the crossing where the automobile was wrecked," said William O'Malley, the veteran engineer who was in charge of the Limited, yesterday. "The machine drove in front of us on the left-hand side. I was on the right side of the cab, of course, and did not see the automobile. The shock was not one that would be noticed at the speed we were making."

"I had just crossed to the other side of the cab to ask the engineer about a hot box that I thought I could detect and know no more than he did about hitting the automobile," asserted Frank B. Howe, the fireman. "When we stopped at the other side of Creswell, I went forward on the engine and then noticed for the first time that we had struck something. My first thought was that it had been an automobile."

"There would have been no chance of avoiding the collision had I seen the automobile before it was struck," said Engineer O'Malley, "for we were going too fast to make a quick stop, and from what I heard the car did not run upon the track until the train was a few yards away."

"That Mr. Sly saw the oncoming train but could not control his automobile is a possibility suggested by Mail Clerk Brown, of the Limited, who was an eyewitness of the accident.

"I saw the automobile first when it was about 200 feet from the track," said Mr. Brown. "We had whistled for Creswell. The machine came on and I remember wondering where the driver intended to stop. As it neared the

## TRADE SCHOOL LIKED

### Editors Indorse Proposed Action by State University.

## PRACTICAL TRAINING URGED

### Resolutions Adopted by Valley Association Approve Addition to Journalistic Department to Fit Men for Rural Field.

SPRINGFIELD, Or., April 25.—(Special.)—Resolutions supporting the course in practical training for the mechanical and business sides of the country newspaper, as proposed for the department of journalism of the University of Oregon, were adopted unanimously by the Willamette Valley Editorial Development League, which met here yesterday. This action followed a session devoted to informal talks on methods of bettering the newspapers in their editorial columns, consideration of the minor troubles of the newspaper man, and a report on House bill 270, by which it was intended to codify the matter of legal advertising of various kinds in the state and establish legal rates for all forms of legal advertising.

A score of newspaper men were present from all parts of the Valley and were entertained at dinner by the Springfield Development League. The visitors were taken by automobiles for a view of the immediate vicinity and of the mills and power plant.

At the business session, Al Jones, newly-elected secretary of the State Fair Board, presented briefly the publicity plans of the board, and invited the newspaper men to attend the fair on press day.

It developed that there is no official list of the newspapers of the state, and E. E. Brodie, of Oregon City, president of the State Editorial Association, was appointed to take up with Secretary of the Oregon Blue Book.

John B. Bede, secretary, who was chief clerk of the Senate choosing committee at the legislative session, reported on the fate of House bill 270, providing for the codification of the legal publication laws.

J. P. Hurley, of Forest Grove, president, and Mr. Bede, of Cottage Grove, secretary, were continued in office until a constitution and bylaws, to be submitted by these officials, are prepared and adopted.

The invitation of the Forest Grove Commercial Club to hold the next session there was accepted, the date to be fixed by the officers.

Resolution is adopted. Following is the text of the resolution regarding provision in the University School of Journalism for instruction in the mechanical part of country newspaper work: Whereas, rural journalism is an occupation worthy of the efforts and ambitions of the best-trained young men of the country; and Whereas, when properly conducted, the country newspaper creates for its owner a position of influence and leadership, with great power to benefit the community, as well as to acquire adequate material rewards; and Whereas, it is to the interest of every man, woman and child in Oregon that our success in the control of the country press be not necessarily to drive the best and ablest of the rising generation, and that they shall be thoroughly trained for this work, be it further:

Resolved, That the Willamette Valley Editorial Association approve of the plan of the University School of Journalism of the University of Oregon to give such a course of training in the mechanical part of newspaper work as to equip them to take up the country press, and that each man fully competent to conduct all departments of a country paper, and be it further:

Resolved, That this association assure the president and Board of Regents of the University of our unanimous belief in the necessity of the practical business and mechanical sides of this work, and of our belief that it ought to be given adequate facilities.

# AS NEW—DANIELS

### 326 Vessels Available. All Having Munitions; 77 Building or Authorized.

## PERSONNEL UP TO LIMIT

#### New Guns Outrank Those of Any Nation—Lessons Taken From Vera Cruz and European War. Aviation Being Developed.

WASHINGTON, April 25.—Secretary Daniels tonight made public a letter he has written to President Garfield of Williams College, detailing the work in the Navy during the past two years. Mr. Daniels wrote in reply to Mr. Garfield's request for material to assist in the statement that the United States is unprepared for military emergencies. Excerpts from the letter follow:

"There are now in active service, fully commissioned, 325 vessels of all characters, which is 36 more than were fully commissioned when I became secretary. There are also 101 vessels of various types, in reserve and in ordinary and uncommissioned, capable of entering service in war. We have under construction and authorized 77 vessels (nine dreadnaughts, 21 destroyers, 25 submarines and several auxiliary craft, as compared with 54 vessels (five dreadnaughts, 14 destroyers, 23 submarines, three gunboats and nine auxiliary craft) which were under construction March 1, 1913.

"All vessels in active service and in reserve are supplied with munitions of war within the last two years. The quantity of all has been steadily and greatly increased. For example, we have increased the number of torpedoes on hand and in process of manufacture by 24 per cent and torpedoes by 90 per cent. By the enlargement of the advanced powder factory, we shall be able almost to double its former capacity and like enlargement of the torpedo works and the equipment of the plant to construct mines will enable us to further increase the quantity of such stock, and the possession of these plants in lines of emergency, show the department to be in a better state of preparedness as regards the supply of ammunition than ever before.

"The personnel of the Navy is present composed of 4355 line, staff and warrant officers and 53,171 enlisted men. Increase in the number of officers is dependent almost entirely upon the output of the Naval Academy, admission to which is restricted by statute. The number of enlisted men is today restricted, and the Navy is today recruited to the maximum strength allowed. There are now with the colors an increase of 20 per cent, over the number that were on March 1, 1914.

"For many years officers have written and talked about the formation of a reserve force, and the practice of exercising landing parties of seamen and marines, but never until the establishment of the reserve, this was put into effect. Then, under instructions from the department, Admiral Badger carried out a comprehensive program in which the professional advantages gained by officers and men were inestimable. Three months after this extensive practice had been given for the first time in our Navy, the same fleet, and the same men were called upon to land at Vera Cruz in January, 1914. The fact that the Navy carried out under fire what had been learned at Culbuck.

"During the first two years of the Wilson Administration, on my recommendation, Congress authorized the construction of five dreadnaughts, to cost about \$14,000,000 each.

"Submarines have astonished the world in the present European conflict. The sixty-third Congress authorized by recommendation to give us all the money it could for submarines. It ordered the construction of three oceanic submarines, the largest ever authorized by any country, and 23 submarines of the same size and type which have done such fearful work in the present war. The Board of Inspections has adopted stricter tests before accepting submarines from contractors.

"Nobody has, as yet, perfected a satisfactory engine or satisfactory battery for submarines. Upon my invitation, Mr. Edison, last year, at the New York Navy-yard, went down into a submarine and closely studied its every feature. He thinks he has a battery that will meet the need. Our tests at the Brooklyn Navy-yard cause us to believe Mr. Edison has the right principle. Without waiting for the completion of his battery, an order for two has been given him. Private firms building submarines have not given up. The question of the manufacture of torpedoes at Newport, R. I., more than trebling its capacity.

"During the last two years unprecedented progress has been made in the expansion of our mining equipment. The mining of our harbors is a function of the Army. The extent of the mining operations of the Navy is confined to the immediate vicinity of the fleets and such mining as may be necessary on the high seas. The Navy now has three ships—the San Francisco and Baltimore, mine-layers and mine-depot ships, and the Dubuque, mine-training ship.

"A division of sea-going tugs and a division of torpedo boats have recently been equipped with mine-sweeping gear and the destroyer tender carries mine-sweeping gear for a division of destroyers operating with the fleet. Additional gear is being supplied. The Department has begun the manufacture of mines and in a short time will have 31 mines for every nine it had two years ago. The bureau of ordnance has developed a 14-inch gun which will shoot farther, shoot straighter and hit harder than any gun now in use or known to be designed by any foreign country. Based upon former and current prices in contracts for guns and gun forgings, we have saved \$20,425,322.

"My recommendation, Congress increased the capacity of the Navy powder factory at Indian Head. When the extension of the factory was completed, the capacity will be nearly doubled. "Radio has at last been successfully installed on submarines and more than 75 other ships, which either had no radio or whose equipment was obsolete. There has been a great improvement in the quality of our food supplies. Three thirty-ray apparatus have been added to the chain-

## To the Business Man

Have you a Pacific Telephone in your office or place of business?  
If not, you should have one.  
It permits communication with practically every other business house in Portland.  
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the display of ability be promoted to the grade of Admiral. Congress gave us the best reserve bill any Nation ever put upon the statute books. It was while re-enlistments have increased 12 per cent, desertions have decreased 17 per cent.

"For years there has been an unsuccessful insistence that Congress should re-establish the grades of Admiral and Vice-Admiral. I earnestly urged the last Congress to create those positions. It authorized three of each. Now American naval officers, while abroad, will no longer be out-ranked by officers of nations with insignificant navies.

"These two years have been epoch-making in the Navy. The Navy of 1915 is larger, better equipped and in better condition than in any previous year, and the fleet is becoming more efficient with every passing month."

#### Rates on Fruit Are Cut.

WENATCHEE, Wash., April 25.—(Special.)—The Great Northern Express Company has filed new rates on all fruit, with the exception of berries, with the Interstate Commerce Commission, to go into effect May 25. Waring, superintendent of the company, who is here on an inspection tour, said yesterday. The new schedule proposes a rate of \$1.75 a 100 to Iowa, Minnesota, Wisconsin, North Dakota, South Dakota and Manitoba. The previous rate was \$2.

#### Centralia Free From Crime.

CENTRALIA, Wash., April 25.—(Special.)—There has not been a single criminal case in either the local Police Court or Justice Court since April 1, and with only a few days remaining, indications are that April will be a record month for Centralia in the lack of crime. Justice Hoss issued one warrant during the month, for James O'Neil, on a forgery charge, but the man was never caught.



### On Many a Desk

broods the blighting shadow of the coffee pot.

Many men and women with bright prospects find themselves handicapped by the reactionary effects of coffee with its subtle, habit-forming drug, caffeine.

Dull headaches, biliousness, heart-flutter, nervousness, sleeplessness—these are some of the signs of caffeine poisoning that puts a crimp in efficiency, and spells suffering and often failure for thousands of coffee drinkers.

There's a simple, easy way out—quit coffee and use the pure food-drink

# POSTUM

This delicious beverage, made from prime wheat roasted with a bit of wholesome molasses, contains only the rich cereal nourishment—no caffeine—no harmful substance whatever.

Postum comes in two forms: Postum Cereal—the original form—has to be well boiled, 15c and 25c packages; Instant Postum—soluble—made instantly in a cup with hot water, adding cream and sugar to taste, 30c and 50c tins. Made according to directions, both kinds are equally delicious, and the cost per cup is about the same.

### "There's a Reason" for POSTUM

—sold by Grocers everywhere.