

ROADS OF COUNTRY
FACE DIFFICULTIESSituation Unusual One, Says
Pennsylvania Chief.

TRAFFIC NEARS RECORD

Serious Congestion, Bad Equip-
ment and Low Returns Prob-
lems to Be Considered.

CHICAGO, Nov. 17.—The railroads of the country in the closing quarter of the present year face an array of unusual and in some respects unprecedented difficulties, Samuel Rea, president of the Pennsylvania system, tonight told members of the Commercial club of Chicago. Constructive legislation and the co-operation of the public will alleviate some of the difficulties, he said.

"Since the close of 1921 there has been a reversal of business conditions in America," Mr. Rea said, "and with all the hard knocks, it is for the better. From extreme dullness we have advanced to a point where railroad traffic is close to record levels."

Serious congestion of the roads was referred to by the speaker, who said the immediate causes included the resumption of coal mining, the flood of general business, movement of crops and developments following the shipment of strike.

Bad equipment following the release of the railroads by the federal government, the depression of 1921 and the shipment of strike were given by President Rea as handicaps under which the roads labored in their efforts to serve the public.

Development Held Back.
The chief cause of congestion, however, he declared, was the long unremunerative returns to the roads.

"The political attacks on railroads, followed by restrictive and repressive legislation by federal and state bodies," he asserted, "and the pressure for reduced rates and the ruinously low investment returns allowed the railroads for over a dozen years, have kept the development of the roads below normal requirements in new lines, yards, equipment and facilities."

Slow government settlements after the period of government control also proved hurtful, he said, adding that "in fairness, I must say that the present officers of the government and the interstate commerce commission are doing what they can to hasten settlements which even now would be of constructive help."

"The reduction of freight rates last July was classified as premature by the speaker. This action, he said, hurt the roads, while business generally was returning good profits."

Definite Policy Needed.
"The situation, present and prospective, as between the railroads and patrons, is one that calls in the highest degree for mutual understanding, patience, tact and helpfulness."

"With these aids, upon which the railroad executives confidently count, I hope it will be possible during this critical period measurably to furnish the country its necessary transportation and avoid long congestion and confusion."

As a remedy, Mr. Rea urged lawmakers "to stop tinkering with the railroads, as they will not be saved by legislation but by freedom to manage their properties under minimum reasonable regulation and to earn a fair return."

Government ownership and operation was a ruinous experiment, he asserted. In concluding, he said, a definite, constructive transportation policy was required. "We must get more sound thinking, prudence in legislation and action and public co-operation, as well as personal initiative, to remedy this situation."

TWO WOMEN MURDERED

(Continued From First Page.)
After he had killed the two women and the old man had escaped, Anderson, the sheriff believed, had apparently realized that there would be no use in attempting to get away and had shot himself.

Inquest over the bodies was held tonight by Coroner Austin at Hoquiam.

TRIPLE TRAGEDY RELATED
Berg Says He Was Knocked Down
When He Tried to Escape.

HOQUIAM, Wash., Nov. 17.—A purported eye witness account of the slaying at Copalis, Wash., 25 miles from here, of Mrs. Carl Johnson and Daisy Bolton and the suicide of Hjalmar Anderson was given here tonight by John Berg, a logger. Berg said he only escaped death at Anderson's hands by hiding in the timber near the cabin where the tragedy occurred. Mrs. Johnson lived here; Daisy Bolton went to Copalis recently from Vancouver, B. C.

Berg said that Anderson's jealousy of himself, aroused because Mrs. Johnson had taken him into her cabin on the beach at Copalis to care for him during an illness, caused the tragedy. He said he was awakened last night by a shot and saw Anderson and Mrs. Johnson struggling. He tried to escape, he said, and Anderson shot and killed the woman, knocked him down and seized the Bolton girl. Berg said he saw Anderson slash the girl with a pocket knife.

He crawled from the cabin, he said, and the girl ran out after him. She fell, he said, and Anderson overtook her and shot her through the temple. Berg said Anderson then searched a short time for him and finally emptied his pistol into his own body. Berg offered no explanation of the presence of Anderson and the girl in the cabin.

In the Bolton girl's pocket were found several money orders sent from Creston, B. C.

SON TELLS OF PAST LIFE
Mrs. Carl Johnson Knows as
Mrs. McWilliams in Seattle.

SEATTLE, Wash., Nov. 17.—A woman who, under the name of Mrs. Carl Johnson, met death last night at Copalis, Wash., was Mrs. Margaret June McWilliams and resided in this city several years as Margaret June O'Brien. According to her youngest son, Murray O'Brien, who is living here with Carl Johnson, a friend of the elder of the two women slain at Copalis, Wash., last night, said tonight that this woman was his mother, a daughter of a Danish government physician named St. Denis. Murray said that while his mother

WILL THIS GIRL BECOME MRS. CHARLES CHAPLIN NO. 2?



ELEANOR BOARDMAN.

Rumor has had it recently that Eleanor Boardman, a beautiful young movie star, is to become the wife of Charles Chaplin, the comedian. Charlie has not so far affirmed or denied the report.

was a baby her parents had moved to Alaska, where as a child she witnessed the Klondike gold rush.

Coming out of Alaska as a girl, Margaret St. Denis was married to Benjamin McWilliams, a Virginian, many years her senior. They had three children—Gertrude, 18, now a student at the Visitation convent, Tacoma; Peyton, 17, at Staunton military academy, Va., and Murray, 15, at Seattle college. Murray said that when he was born his parents had separated and his mother was a government nurse in the Panama canal zone.

Friends of Mrs. McWilliams said that shortly after Murray's birth her husband obtained possession of the two elder children. Mrs. McWilliams recovering possession of the daughter and placing her with the child's grandmother, Mrs. St. Denis, at Fresno, Cal. About five years ago Mrs. McWilliams obtained an uncontested divorce.

Mrs. McWilliams two years ago managed the Grand Pacific hotel here.

POSSIBLE MOTIVE IS FOUND

Auto Believed to Belong to Anderson
Used by Two Other Men.

MONESANO, Wash., Nov. 17.—(Special.)—What is regarded by the Grays Harbor county sheriff's office as a possible motive for the Copalis beach murder and suicide is the fact that when Alfred and Austin Prewett were arrested in Aberdeen, early in the week they had an automobile, the license plates of which indicated that it belonged to Hjalmar Anderson. It was thought that this may have been lent them by one of the murdered women. Alfred Prewett was convicted Thursday of illegal liquor possession and fined \$100. Austin, although pleading guilty, was acquitted.

2 DIE IN 594 ACCIDENTS

Of Total, 541 Injuries Come Under Compensation Act.

SALEM, Or., Nov. 17.—(Special.)—There were two fatalities in Oregon due to industrial accidents during the week ending November 16, according to report prepared here today by the state industrial accident commission. The victims were: Robert Hillstadt, choker setter, Deer Island, and William Bruder, mechanic, Salem.

Of the total of 594 accidents reported 541 were subject to the provisions of the workers' compensation act. 24 were from firms and corporations that had rejected the law and 20 were from public utility corporations not entitled to state protection.

TURKISH SULTAN FLEES

(Continued From First Page.)
Medjid, cousin of the sultan and heir to the Ottoman throne.

ISMET GOES TO LAUSANNE
"Will Allies Let Us Have Peace?"
Is Nationalist's Inquiry.

PARIS, Nov. 17.—(By the Associated Press.)—Before leaving for Lausanne tonight Ismet Pasha, head of the Turkish nationalist delegation to the forthcoming conference, said he had full powers from the Ankara assembly to conclude terms of peace. It was apparent, however, that the delegation was not prepared to accept the terms of the conference.

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FOUR GREAT ROADS
READY FOR MERGERCounter Proposal Made at
Washington Meet.

ST. PAUL ROAD PROBLEM

Great Northern, Northern Pacific,
Burlington and Colorado
Southern Would Unite.

(Continued From First Page.)

son Railroad & Navigation company property, which subsequently was acquired by the Union Pacific; also had thought of building from Billings to Great Falls to connect with the Great Northern, but later when he was born his parents had separated and his mother was a government nurse in the Panama canal zone.

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Coming out of Alaska as a girl, Margaret St. Denis was married to Benjamin McWilliams, a Virginian, many years her senior. They had three children—Gertrude, 18, now a student at the Visitation convent, Tacoma; Peyton, 17, at Staunton military academy, Va., and Murray, 15, at Seattle college. Murray said that when he was born his parents had separated and his mother was a government nurse in the Panama canal zone.

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northern lines is able to handle by reason of its one-half ownership in the Spokane, Portland & Seattle.

St. Paul Road Problem.
"We realize," said Mr. Hines, "that one important problem which confronts the commission is to provide a satisfactory grouping for the Chicago, Milwaukee & St. Paul. Upon that point our position will be that the existence of that problem can in no event constitute a justification for attempting to dismember the existing affiliation between either of the northern lines and the Burlington, and furthermore that mere theoretical placing of the St. Paul road in a group with one of the northern lines would not accomplish the result, because no motive can exist on the part of the Great Northern to take action, the voluntary consent contemplated by the statute for the consolidation with the St. Paul, when such action would impair the Great Northern's own market for the Burlington line, and the financial and traffic relations with the Burlington."

Early in his cross-examination of the northern lines and the Burlington, which followed the conclusion of the latter's statement to the commission, something moved Professor Ripley, author of the original consolidation plan, to ask the question "What caused the St. Paul to build through to the Pacific coast?" This brought from Mr. Holden the terse reply, "ask the St. Paul."

Mr. Holden pointed out that more than 88 per cent of all the freight handled by the Northern Pacific and Great Northern was competitive with other lines, such as the Chicago, Milwaukee & St. Paul, Soo Line, Chicago & Northwestern systems and Union Pacific system, so that by consolidating the Northern Pacific and the Great Northern with the Burlington all practical competition was still to be protected while at the same time, the long-standing close alliance between the Burlington, Northern Pacific and Great Northern would be improved and substantial economies in cost would be accomplished.

Commission Plan Rapped.
"The Colorado Southern line from Wenden, Wyo., to Denver, is now a part of the Burlington line between Denver and the northwest," Mr. Holden said, "and the proposal of the commission to turn the Colorado Southern over to the Santa Fe would not only destroy this through line, but also destroy the important north and south route between Galveston and other Texas points, Denver and the great northwest, which the Burlington with the Northern Pacific and Great Northern have been interested in building up by ownership of the Colorado Southern."

Mr. Holden criticized the whole plan of the commission as based too largely upon east and west traffic and also giving consideration to the importance of north and south traffic. He pointed out the growth of the great north and south lines of traffic beginning in east-ern territory with the development of the Potomac gateway interchange between the eastern lines and lines in the southeast and moving west to points like Cincinnati and other Ohio river crossings, St. Louis and Kansas City, and predicted as the population in the western territory continued to grow that the Denver gateway would be increased in importance as the center of another large flow of north and south traffic whereby the market for products of the northwest, principally lumber, would increase throughout the central and southwestern states and the volume of fruits, vegetables and other products from the south would increase in volume in the opposite direction into the northwest.

JUDGE MOORE GETS POST
International Jurist to Head
American Law Delegation.

(By Chicago Tribune Leased Wire.)
WASHINGTON, D. C., Nov. 17.—John Bassett Moore, distinguished jurist and member of the international court of justice, has been named representative of the United States and head of the delegation to the commission which is to take up the question of changes in the rules of international law which are considered advisable in view of the development of new agencies of warfare. The American delegation will include also seven technical advisers.

This commission will hold its first meeting at The Hague December 10, it was announced at the state department today.

The commission is meeting pursuant to the provision of a resolution adopted at the conference on the limitation of armament in Washington last February.

Judge Moore is now at The Hague in connection with his duties on the international court of justice.

Ex-Soldier Gets Medal.
MONMOUTH, Ill., Nov. 17.—Congressional medal of honor has been awarded to Sterling Morelock of Quawaka and former member of company M, 28th infantry, 1st division, according to information just received from the war department.

S. & H. green stamps for cash. Holman Fuel Co., coal and wood. Broadway 6353, 549-21.—Adv.

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OUT TODAY

NEW Columbia RECORDS