

The Oregon Statesman

WEATHER.
Rain or snow; moderate westerly winds.

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SALEM, OREGON, SATURDAY MORNING, FEBRUARY 2, 1918

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SURVEY FOR ROAD SOUTH UNDER WAY

Jackson Hill Route to Jefferson Is Favored by Commission—Turner-Marion Way Hit by Freshet

REDUCTION OF GRADE TO 5 PER CENT PLAN

Survey Completed Between Jefferson and Albany in Linn County

Another stretch of highway in Marion county that is slated for early improvement by the state highway commission is the road from Salem to Jefferson. Surveyors are already at work on the line and two routes are being considered by the commission. One of them is the present Pacific highway and the other is the Jefferson highway or what is known as the Jackson hill route. Neither route touches any other town between Salem and Jefferson.

A third route for which many residents in the Turner and Marion districts fought has been investigated by the commission and found impracticable for two reasons. One reason is that it is four miles longer than the other routes and another that during the freshet earlier in the winter the road was largely under water. A strong fight was put up for this route by citizens for the reason that it touches at Turner and Marion.

AIRCRAFT BOARD FRICTION GIVEN INVESTIGATION

Slow Spruce Production Said To Have Caused Removal of C. R. Sligh

OSWALD WEST SPEAKS

Former Oregon Governor Attributes Lumber Delays to Ignorance

WASHINGTON, Feb. 1.—Friction in the aircraft board, which resulted in the removal of Major Charles R. Sligh, in charge of wood production, was investigated today by the senate military committee.

Colonel R. L. Montgomery, chief of the equipment division of the signal service, told the committee Major Sligh was removed because heads of the service believe the production of spruce was being delayed.

Major Sligh testified that he was removed because he was "too active to suit the members of the lumber committee of the council of national defense." He maintained that spruce production increased while he was in charge and decreased after the work was placed in the hands of others, and that there would have been no shortage of spruce had his recommendations made last summer been accepted. The major also said he had been opposed by George S. Long, manager for the Weyerhaeuser Lumber company of the northwest, member of the lumber committee of the council of national defense, and of an advisory committee of three dealing with spruce production in the northwest.

GARFIELD PLANS ABOLITION OF HEATLESS DAYS

Railroad Embargoes Regarded Adequate to Cope With Situation

STATEMENT IS ISSUED

Officials Admit That Closing Order Could Have Been Avoided

WASHINGTON, Feb. 1.—Abandonment of the heatless Monday program after its enforcement next Monday was predicted tonight at the close of a prolonged conference between Fuel Administrator Garfield and Director General McAduo.

A final decision was not reached and a further conference will be held Tuesday, but there was every indication that both officials, as well as President Wilson, who has been consulted, feel that the purpose sought can be accomplished from now on by continuance of preferential coal transportation and distribution and by railroad embargoes now in force.

At the conclusion of the conference tonight the following statement was issued jointly by Dr. Garfield and McAduo:

Final Decision Not Reached.
"We have had under consideration the question of suspending after Monday next, the Monday closing order. We have not reached a final conclusion about it. We shall have another conference Tuesday next when the results of the Monday closings and of the railroad embargoes up to that time can be fully considered and shall be able to make an announcement next week as to whether or not a suspension of the Monday closing order may be made."

Ten heatless Mondays were decreed by the fuel administration January 17 as a measure to save coal and to relieve railroad transportation. Next Monday will be the third observed.

The Monday closing has brought the most vigorous opposition from commercial interests, particularly the big department stores, the small stores, too, have opposed it as have the owners of office buildings. Theaters succeeded in having the day as applied to them changed to Tuesday.

Results Not Fully Known.
It was stated officially that the reason a final decision was not reached was because complete reports have not as yet been received showing the exact results of the five-day closing, and the effects of operation of the embargoes to date. Both Mr. McAduo and Dr. Garfield are of the opinion, however, it was said, that since the coal problem is largely one of transportation embargoes will bring results without continuance of the Monday closings. Nine days enforcement of the embargoes, it is held, has improved the situation as much as would have an observance of nine heatless Mondays, although bad weather conditions have slowed up coal movement. he fuel administration's preferential order calling for the distribution of coal first to householders, ships, public institutions and favored war industries, will stand as well as will the railroad administration's order giving preferential rail movement to coal and food.

Rail Embargoes Adequate.
Officials make no secret of the fact that had rail embargoes been declared in the first place the industrial closing order would not have been issued. The embargoes were placed at the urgent request of the fuel administration, which contended that the effect of the closing order would be nullified by weather conditions unless the step were taken.

Officials of the railroad administration believe a return of good weather will speedily restore the transportation system and that this will solve the fuel problem. They say that the Monday closing has disorganized activities and actually has hampered railroad operation by making it impossible to load and unload cars promptly.

Fuel Administrator Garfield has not been ready to revoke the closing order, despite the great amount of pressure brought to bear by commercial interests, until assured that the embargoes would be continued.

At a conference here next Monday of thirteen state fuel administrators, called today, Dr. Garfield expects to get complete information on the coal situation and to learn the exact effects of the closing order.

Daniels Orders Candy Sale in Navy Resumed

WASHINGTON, Feb. 1.—Sale of candy in the navy, stopped January 19, pending investigation of reports that some of that furnished the men contained harmful impurities was ordered resumed tonight by Secretary Daniels. An inquiry revealed that the reports were untrue.

SUBMARINES ARE CHECKED GEDDES SAYS

First Lord of Admiralty Announces England Is Destroying U-Boats as Fast as Germany Can Build Them

CURVE OF SINKINGS HELD SATISFACTORY

Exaggerated Statements Are Shown; More Ships Always Needed

LONDON, Feb. 1.—(By The Associated Press)—"The submarine is held."

Thus in four words, Sir Eric Campbell Geddes, first lord of the admiralty, today summarized the results of the first year of Germany's unrestricted submarine warfare, which began February 1, a year ago.

A measure of its failure, he added to the correspondent, was found in the fact that sinking of merchant ships now had been reduced to a level lower than before Germany cast aside all restraint.

"I am an optimist regarding the U-boat war," said Sir Eric. "The submarine, restrained and un-restrained, has been met and has not proved invincible. I am inclined to think that now, since I made my last public statement, 'we are sinking submarines as fast as Germany can build them.'"

"My curves are all good and I cannot foresee any way in which the situation can be changed except for the better."

More Tonnage Needed.
"The sooner the better, is now the allied navy's aim. But—you see these still is a but, and it is a very important one—we must have more ships if we are able to turn this German failure into a positive allied victory. The submarine destruction of the world's tonnage is not a big percentage of the whole, but submarine destruction still necessitates the production of ships and meantime the demands for tonnage are increasing by leaps and bounds.

"America's participation in the war must inevitably make large demands on merchant shipping. Yet, we must continue at the same to keep up with the demands of the allied armies and with the vital necessities of the United civil population."

"Ships and yet more ships," is still the most important corollary of the war. How far can we rely on American effort for these ships? I have no doubt the United States do its utmost, but I want to urge again the vital importance of its merchant shipping program.

"When we first asked the United States for ships there was a quick response. In no way can the United States help more than in building ships. Is she succeeding? Is she throwing her best brains and great energies into it? It is a worthy contribution to our great cause. I hope she is."

More U-Boats Sunk.
"Meanwhile, we shall not be idle. Great Britain is straining every resource to launch every ton of which she is capable. We are at the present moment building merchant ships at a higher rate than ever in our record before the war and before 1918. Over we shall be building shipping of all kinds at a rate more than double that record year. But a great deal depends on American effort, and I should greatly regret if anything I might say regarding the future of the Ferman submarine warfare should be construed as minimizing the need for 'ships and yet more ships.'"

Turning to the progress of the campaign against the German submarine, Sir Eric again referred to the satisfactory trend of the curves to which he has referred in several of his speeches.

"All the curves continue to bend in the right direction," he said. "The destruction of allied shipping decreases rapidly; the construction of merchant shipping increases steadily and the sinking of German submarines steadily rises."

"There is still another curve which I keep. I have never told the public about it, but it gives me personally much satisfaction. It is the curve representing what I call the factor 'exaggeration' in the German official statements of U-boat results. Let me explain that curve briefly."

"Every month since the unrestricted submarine war began the Germans have issued an official statement of the total amount of tonnage alleged to have been sunk during that month. Every month that statement comes to my desk and is compared with the actual total as shown in our records. It would only be natural to expect some differences for submarine commanders would naturally include in their reports a few ships which they torpedoed but which were afterwards saved.

"But we found there was a greater difference than could be explained

SALEM SHIPPERS WILL PETITION FOR CONNECTION

Committee Appointed to Carry Resolution Before Commissioners

S. P. COMPANY BALKS

Need of Better Traffic Facilities Is Pointed Out in Conference

Salem shippers met at the commercial club yesterday to confer on the question of a physical connection of the tracks of the Southern Pacific and the Oregon Electric railroad companies in Salem and decided to refer the subject to a special committee with power to represent the shippers in negotiations with the railroads and in conference with the public service commission.

The committee is Otto W. Brandt, traffic manager of the Pheasant Northwest Products company; H. M. Proebstel, traffic manager of the Salem-Kings Products company, and Robert C. Pautus, manager of the Salem Fruit union. John H. McNary will be legal adviser.

Resolutions will go to the public service commission and from the commission either to Director General McAduo or to President Sproule of the Southern Pacific company.

Opposition of the Southern Pacific company to the connection is known to be unqualified, and President Sproule has given orders that it be not allowed in any case. The Oregon Electric is favorable.

In the state supreme court has been pending for thirty months a parallel case from Albany, and the advice of Chairman Miller of the public service commission is that the local shippers await action of the court on the Albany case before pressing action. It is Mr. Miller's advice also that a resolution signed by the local shippers be presented to the commission. Mr. Miller told Mr. Pautus yesterday that the commission is in sympathy with the effort and will co-operate with the shippers as far as possible. He informed Mr. Pautus, however, that wherever efforts have been made through the courts for the formation of connections of opposing roads the shippers have been defeated.

Car Shortage Troubles.
The car shortage condition of the Southern Pacific company makes a connection in Salem vitally necessary. H. S. Gile said in the conference yesterday that his company has been unable to ship on the lines of the Southern Pacific for some time and that the company could not have gotten a carload of goods out of Salem in recent months if the plant had not had the advantage of a spur track from the Oregon Electric. The attitude of the Southern Pacific company, it appears from statements made yesterday, is one of extreme independence. Officials of the road have made the statement that the company has all the business it can handle at present without additional freight to haul on its lines. This attitude incenses some of the Salem shippers.

New Anti-Submarine Craft Daily Is Plan

WASHINGTON, Feb. 1.—Production plans for the navy's new anti-submarine craft contemplate the delivery of a finished boat every day when the cycle of production is complete. The first vessel has already been started in the fabricating shops at the Ford Motor company at Detroit.

The design was worked out to reduce to a minimum the necessity of shaping plates. There are many flat surfaces to the vessel on that account, bent and curved plates having been avoided wherever possible.

His Barometric Majesty, The Groundhog, Appears Out of His Hole Today

This is the day of His Barometric Majesty, Emperor of the Marmots, His Serene Cautionness Anotomys Monax, the King of the Woodchucks, who in civil life is known as the Groundhog. If he comes out of his hole, and the sooth-saying little beast is supposed to come out of his hole on Candlemas day, he will either stay out for a while, or go right back. If the sun is shining and he sees his own shadow that will mean six weeks more of winter. If it is gloomy and the sky is over-cast, he will linger on, so cast, he will fatter on the also runs the lore, that winter is over and that taps can be sounded for K. Boreas.

U. S. ARTILLERY SHELLS ENEMY

American Machine Gun Fire Puts Nest of Busy Snipers to Flight

WITH THE AMERICAN ARMY IN FRANCE, Feb. 1.—American gunners and riflemen have made it hot for enemy snipers during the last twenty-four hours. One German sniping post, discovered by a patrol, was obliterated completely by our artillery. An enemy machine secretly placed during a fog where it could enfilade our lines, had to be withdrawn when American machine guns concentrated their fire on a nest of busy enemy snipers and compelled them all to seek safety under cover.

American artillery shelled the enemy first lines accurately with high explosions and responded almost instantaneously to a call for a barrage from the front line when the men saw movements on the other side of the wire. When the artillery fire ceased no Germans were visible. There was no aerial activity because of the fog.

Three casualties were reported. Two were caused by accidental bullet wounds and one by shell fire.

VAN TRUMP TARGET OF FRUIT MEN

Delegation Will Ask County Judge Bushey to Withdraw Appointment of County Fruit Inspector

ORCHARDISTS SAY HE IS NOT QUALIFIED

Petition for Vercler Carries Overwhelming Majority of Names

A representative of Marion county fruit growers said yesterday that a delegation of orchardists and others interested in the fruit industry will call on County Judge Bushey today or Monday and endeavor to persuade him to withdraw the appointment of S. H. Van Trump as county fruit inspector.

Dissatisfaction with the appointment of Van Trump is said to be general among the fruit growers. It is asserted that his knowledge of local conditions and his experience as an orchardist are not sufficient to qualify him for the position. Another point made against him is that the petition for Van Trump's appointment which was presented to the county court exceeded by a very few names the minimum of twenty-five that is required on petitions for appointment to the position of inspector.

Van Trump's petition carried thirty-seven names. It is claimed, while the petition presented to the court in favor of A. Vercler carried 151 names, all but six of which were those of fruit growers.

Van Trump Opposed Agent.
Other objections are urged against Van Trump. He it was who led the fight against an appropriation for the county's share in the maintenance of a county agricultural agent. Some of those who are dissatisfied with his appointment as fruit inspector go as far as to say that Van Trump himself wanted to be county agent.

Information, which is believed to be correct, has leaked out that Van Trump was author of the resolution adopted at a recent session of the Marion County Pomona Grange directed against Oregon Agricultural college, and particularly against President Kerr of that institution.

Co-operation May Be in Danger.
It is pointed out by the fruit growers that much of the fruit inspector's work is carried on in co-operation with the state agricultural college, which Van Trump's open antagonism to the institution will render impracticable or at least ineffective.

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Observers report that the Germans are becoming nervous and jumpy. This is indicated especially by the unusual number of flares sent up during last night. After one series the Americans go their first experience with the enemy's "flying pigs," a number of which were aimed at an observation post without result.

During the early hours today the enemy attempted to set up a machine gun in a position close to a certain American trench. Effective use of rifles and grenades forced the Germans to withdraw.

Two American patrols had hard luck early today. One was discovered in hiding and subjected to machine gun fire, but none of the Americans was hit. One group of American snipers discovered enemy snipers and fired so well that the enemy retired hastily. It is believed some German casualties were caused

WAR ATTACHES ARE RECALLED BY ARGENTINE

Withdrawal From Berlin and Vienna Due to Ruthless Sinking of Ship

SITUATION HELD TENSE

Government Maintains Silence But Important Step Seems Pending

BUENOS AIRES, Feb. 1.—The minister of war has recalled Argentina's military attaches from Berlin and Vienna. In political circles, this is regarded as significant and connected with the sinking of the Argentine steamship Ministro Irriredo, January 26.

The Argentine minister to France steamship was flying the Argentine flag when sunk. The government has not announced by what authority the change in flags was made after leaving this country—the vessel having sailed under the French flag—but reports the sinking as an unfriendly act even though the use of the home flag was unauthorized. The assumption in political circles here is that Germany does not intend to keep her promises in regard to Argentina's shipping.

The situation here is tense and the authorities are maintaining more than their usual silence on the subject, but several agents at the government headquarters late today led to the belief that the government at last is preparing to take an important step. After an unusually long lapse of time the foreign office today replied to the notes of Peru and Uruguay, which notified Argentina of their rupture of relations with Germany, and that of Brazil informing Argentina of her sister country's state of war with the central powers.

Argentina, in the three notes sent to reply, expressed her approbation and warmest sympathy with the three other South American countries.

The note to Brazil, which was the most significant, says that the Argentine government has followed all phases of the cause which led to "this just resolution" and closes with an expression of homage to the Brazilian nation.

These notes and the simultaneous recall of the military attaches from Berlin and Vienna are regarded as indicating that the country is verging on a crisis in its international relations. It also was announced today that an army officer, who has been acting as a correspondent in Berlin for La Nacion also has been recalled by the minister of war.

TRAIN CRASHES INTO BUS; SEVEN KILLED QUICKLY

Victims Are Children on Way Home From Consolidated School

18 OTHERS BADLY HURT

Passengers Leave Train and Begin Work of Caring for Injured

BARNUM, Minn., Feb. 1.—Driving squares into a school bus loaded with twenty-five children returning here late today, a southbound Northern Pacific passenger train crashed through the bus, killing seven of the occupants and injuring all the others, including the driver.

William Fogarty, Alpha Harrington, Homer Staller, Mary Snooks, John, Karl and Charley, Kalvo brothers, none more than 15 years of age, were killed, their bodies being mangled almost beyond recognition by the wheels of the train. Gladys McCandless, Andy Doan, Mary Fogarty John Gowan and Harold Hagen were the most seriously injured, and have been removed to a hospital at Moose Lake, where it is said they will recover. Carl Mueller, driver of the bus, was but slightly hurt.

The force of the impact derailed the two rear cars of the train but none of the passengers was injured. Passengers left the train and assisted in caring for the injured. Within a short time a special train from Carlton and one from Willow River had arrived with physicians and nurses who dressed the injuries and hurried the children to a hospital.

The bus was a box-like affair, without windows, and Mueller said he had no chance to know that the train was approaching.

POLICE AND STRIKERS IN BERLIN CLASH

Fatalities Result From Battle Fought in Streets; Two More German Cities Put Under Martial Law

INTERPRETATIONS ON NEWS ARE DIFFERENT

Extension of Strike to System of Food Distribution Prevented

LONDON, Feb. 1.—The latest telegrams received in Copenhagen from Berlin report the situation as unchanged, says an Exchange Telegraph dispatch from the Danish capital. The strike has not been extended.

The Berliner Tageblatt reports that the police seized the Trades Union building in Berlin and arrested Deputy Koersten and other leaders.

A battle has been fought by strikers and police in Berlin, resulting in fatalities.

Martial law has been extended to Bremen and Hemelingen, a nearby town, according to reports received here.

Newspaper Incited Strike.
The Vorkaerts, of Berlin, in announcing its suppression for three days, says this step was taken because it incited a mass strike.

Strikes have broken out in two more Dortmund mines. The strikers at Nuremberg, Bavaria, have resumed work after a two-day demonstration strike.

Little fresh information on the strike movement in Germany has come through early today and virtually all the news in the morning papers here has been delayed in transmission. None of the Berlin newspapers of Wednesday's date has arrived in Amsterdam and several of them are not printing owing to strikes among their employes.

Delegates representing the strikers, according to Amsterdam reports attempted to interview Chancellor von Hertling, but he refused to see them, as had Herr Waltraff, minister of the interior.

Situation Is Vague.
The actual situation Thursday is extremely vague. The scarcity of news induces some correspondents in Holland to assume that the situation has grown worse, but they warn against attaching importance to the strike movement as far as the army is concerned.

The Berne correspondent of the Daily Mail deprecates a too ready assumption that the strike will have a serious effect in Germany. He says no strike or revolt in Prussia can be taken seriously until it has won its spurs.

The mind and moral will of the whole population has been made too effectively mechanical by a century of military drill. It must be remembered, too, that strike funds are almost non-existent in Prussia, for although the workers have been earning higher wages, they have virtually been compelled to subscribe nearly all to the war loan and get no interest.

Newspaper opinion in London regarding the strike is divergent. Some papers incline to the belief that the strike really denotes the growing strength of a democratic spirit in Germany, while others favor the view that the whole thing to a great extent has been engineered by the government for its own purposes. The Daily News thinks it is obvious that there has been spread into Germany and Austria some measure of the spirit which dethroned the Russian emperor.

Government Holds Weapon.
On the other hand, the Daily Mail argues that if revolution is talked about in Germany, it is because the German government wants it to be talked about. It says that it is virtually true that no strike can happen there in war time, unless the government sees profit in it.

It is reported that the German government up to this time has prevented the strike from extending to the railways and tramways and the workers employed in the production and distribution of food.

Strikers Clash with Police.
AMSTERDAM, Feb. 1.—There was a clash between strikers and the police in the northwestern part of Berlin Thursday. One policeman was killed and a dozen strikers injured. There were minor disturbances in the suburbs of Berlin.

The German press generally agrees that the outbreak has reached its climax in Berlin and is now receding. The demonstrations are said to show lack of centralized control.