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No Other Town in the World the Size of Grants Pass Has a Paper With Full Leased Wire Telegraph Service.

IRRIGATION PLANS FOR SEASON

Ditches Will Be Extended on Both Sides of the River, and New Ditch Will Carry Water to the South of Town

Work upon the enlargement and extension of the ditches on both sides of the valley will be commenced within the next 10 days, was the announcement made by Manager Geo. Sanders of the Public Service corporation this morning. The plans along this line for the season include the extension of the North Side ditch to cover all territory to the city limits on the west, and its enlargement so that it will carry ample water for all lands that will come under it. The gravity ditch on the north side will also be extended and placed in commission. The most extensive work will be upon the south side of the river, however. A new ditch at the 410-foot level will be built, from which the sugar factory will receive its supply of water, its requirements calling for 2,500 gallons a minute during the sugar-making season. This ditch will carry water for irrigation during the growing season, and will cover the body of land on the south side not already covered by the Fruitdale ditch, thus bringing the big tracts of flat lands now covered with brush under development. It will also cover many acres of excellent lands already under development on the south side. The Fruitdale ditch will be improved and served with water as soon as the irrigation season opens. This ditch, with its 380-foot lift, is said to bear the distinction of carrying irrigation water lifted to the greatest elevation of any irrigation system in the world. The lift in the present North Side ditch is 158 feet.

Engineer Dodge, of the Public Service corporation, is now in Portland, and upon his return active survey and construction work will progress upon all of these ditches.

ANOTHER INQUIRY SENT BY UNCLE SAM TO KAISER

Washington, Mar. 29.—Ambassador Gerard at Berlin was instructed by the state department today to inquire if Germany had any information about the sinking of the British Manchester Engineer, reported torpedoed without warning.

LEADVILLE HAS \$100,000 LOSS IN FIRE TODAY

Leadville, Colo., Mar. 29.—Fire which started in the city hall at 5 a. m. today from an unknown cause destroyed 12 buildings on the north side of East Sixth street. The loss is \$100,000. At one time the blaze threatened the whole town.

TORPEDOED SHIP TRIED TO ESCAPE

Washington, Mar. 29.—The British steamer Englishman was shelled and torpedoed by a submarine after it had attempted to escape, according to affidavits of American survivors cabled to the state department from Liverpool today. The vessel sank. The Englishman's commander made affidavit that he attempted to escape, but halted when the submarine shelled him. When he stopped his vessel it was torpedoed.

ALLIES TO FORCE EUROPEAN WAR TO EARLY CLOSE

London, Mar. 29.—In July the allies will strike simultaneously, everywhere attempting to force the kaiser to his knees and end the war by next Christmas, it was reported here today.

The story was to the effect that the allied war council which ended in Paris last night decided on that plan of action.

The Germans, however, may anticipate them. It was rumored the Germans had taken advantage of the lull at Verdun to shift their forces for an offensive elsewhere.

PRIVATE SECRETARY TO TEDDY GOES TO JAIL

New York, Mar. 29.—As a result of a saloon fight, John W. McGrath, private secretary to Colonel Roosevelt, went to Blackwell's Island today for a sojourn of 30 days.

SEN. CHAMBERLAIN WANTS ARMY READY

Washington, Mar. 29.—"We are trying to organize an army that won't have to delay four or five days before tackling a little border trouble," declared Senator Chamberlain today in opening the debate on his army bill.

"We should not criticize the officers and men for not getting Villa more quickly," he said. "The nation was not ready. Our army is historically inefficient. Even George Washington had to spend hours and days writing to the continental congress complaining about the conditions. Our troops have ever had more spirit than skill—and at times their patriotism has not blazed too brightly."

"The present bill has the approval of every expert who has examined it. It contains the best parts of a great number of plans. While the committee was drafting this, it had the provisions of the Hay bill before it. The Hay bill was inadequate."

Chamberlain's measure is a complete substitute for other bills with the same object, and the opposition is expected to consist principally on amendments and attempts to reform the proposed law's details. There are no organized pacifists in the senate. Senator Kenyon may demand abolition of "political army posts."

SAYS U. S. SHOULD MAKE PART OF WAR EQUIPMENT

Washington, Mar. 29.—It would be wise for the United States government to manufacture a portion of its war equipment, but not all of it, in the opinion of Frankling D. Roosevelt, assistant secretary of the navy, expressed at a meeting of the house naval committee today. He also described America's vulnerable points and named the places from which attacks could be hurled against this country.

"The government would find it advantageous to manufacture some things, but not all," he said. "We should not undertake to make submarine engines. Development of the best engines will come through competition between private manufacturers and the government."

"We are more vulnerable in the West Indies than along the Atlantic. No enemy navy could make its base of operations in Europe and successfully assault us. There are only three possible enemy naval bases: Canada, the Bermudas and the West Indies. Newfoundland is too far north and Nova Scotia and Halifax would not serve the purpose."

"Bermuda belongs to England. Any other enemy must turn toward the West Indies, and it is up to us to be well prepared there."

27 KILLED IN CRASH OF 3 PASSENGER TRAINS

Early Morning Wreck in Ohio Sees Two Sections of Lake Shore Train and the Twentieth Century Limited of the New York Central Railroad Piled Up With Many Dead and Injured in the Morgue and Hospitals

Cleveland, O., Mar. 29.—With a crash audible three miles away, three trains piled up near Amherst, Ohio, before dawn today, killing at least 27 persons and injuring more than 40.

Most of the casualties occurred in the first section of eastbound Lake Shore train No. 86, which was proceeding slowly through a dense fog when the second section dashed into it. The shock threw both trains from their own rails to the westbound track, and a moment later the Twentieth Century Limited ploughed into the wreckage.

People fully two miles distant from the scene say they could distinctly hear the terrible noises of the horror, the shrieks of dying and mangled victims, the roar of escaping steam and the shouts of trainmen. In the stillness of early morning the sounds carried far through the mist.

It was so dark that the engineer of the second section did not see the red lantern which a brakeman, sent back to warn him, swung frantically before his eyes as the locomotive flashed by and rushed on toward the doomed train and its sleeping passengers.

Ambulances from Lorain, Amherst and Elyria attempted to speed through the dense fog and bring succor to the injured, but all stuck in the mud. The injured lay on the ground more than two hours. Most of them were taken to Elyria at 6:30 a. m. on a special train.

G. B. Gillette, of the Amherst fire department, said:

"Masses of wreckage, piled in every direction, met my eyes when we arrived. Coaches had been overturned like toys. The firemen pulled 20 victims, including a number of women, from the windows. We probably saved them from cremation."

R. D. Turner, fireman of the locomotive on the first section, declares the fog was almost impenetrable.

"There was such a fog that we could not see 60 feet," he said. "I do not see how Hess, the engineer of the second section, could have seen the signal to stop."

A vivid description of the collision was given by Frank Prevost, of New York, who was in a sleeper of the first section.

"I was asleep," he said. "The shock hurled me out of the window."

Before I realized what had happened, the Twentieth Century limited struck the wreckage. Men and women in their night clothes were scrambling about. I heard cries, screams and groans. One man was praying."

"It was a most ghastly sight," declared G. W. Hershaw, passenger in the second coach, which was smashed to kindling. "As I left the car, I saw a man pick up a severed leg. Another man was carrying a bundle wrapped in sheets and asked a trainman, 'What shall I do with this?' The trainman asked, 'What's in it?' Whereupon the man replied, 'Arms and legs.'"

Legs and arms were picked up among the debris, lying mingled with torn wearing apparel. It was impossible to piece together some bodies. The remnants of a man and a woman were found driven into the steel bars of the second locomotive's pilot.

Conservative estimates said the total killed would be 28 to 30. More than 40 were injured. Fifteen of the dead have been identified and there are nine unidentified. Several more bodies may be pieced together from fragments in the wreckage.

A. S. Ingalls, general superintendent of the New York Central, said today that a sleepy towerman probably was responsible for the horror.

One towerman's wife gave birth to a child Sunday, and the man, asserted Ingalls, had gone without sleep for several nights. He was on duty, it is said, when the second section of a Lake Shore train, with Engineer Hess at the throttle, boring through the dense fog at 50 miles an hour, flashed past two light signals showing "all clear" and crashed into the first section, which was moving slowly.

Many were killed as they slept. The terrific impact made the locomotive spear its way through the mist. Then both trains jumped the rails and tumbled on to the westbound track, where the Twentieth Century limited plunged into the debris.

The dead were torn limb from limb and many of the injured were mangled beyond description. Their cries were audible at a distance of two miles.

Mrs. Alice Rodgers came in from Wolf Creek this afternoon.

TRENCHES TAKEN BY FRENCH TROOPS NEAR AVOCOURT

Paris, Mar. 29.—French troops have conquered 300 yards of trenches at the southern end of Avocourt, it was officially announced today. They also seized an important fortified work. The Germans called up fresh men and sent them against the French in a counter-attack, but they were repulsed heavily. Fifty who failed to get back to their defenses when a withering French fire shattered their ranks, dropped their rifles and surrendered.

German big guns rained shells on Bethincourt, Dead Man's hill and positions in the Cumieres woods. East of the Meuse there were artillery duels near Vaux, Douaumont and Moulainville.

FORD EMPLOYEES HOT AT JOHNSON

Los Angeles, Mar. 29.—Bitter feeling was apparent here today at the local Ford assembling plant, where four hundred men are employed, as a result of Governor Johnson's proclamation that the Ford Motor company be compelled to quit business in this state for failure to pay \$24,000 state corporation tax.

"There was a meeting of our boys last night," said B. L. Graves, local manager. "Bitter feeling was manifested when the contents of the governor's mandate were made known."

"We will give Hiram Johnson a run for his money that he will never forget," he added. "We will keep on fighting until the highest courts in the land say he is right and we are wrong. If that happens, we will then, but not until then, shut up shop and quit the state."

JACK LONDON DESERTS THE SOCIALIST PARTY

New York, Mar. 29.—Jack London is no longer a socialist today. He resigned because he said the party lacked fire and fight.

AMERICAN TROOPER DIES IN MEXICO

Washington, Mar. 29.—George Hudnell, saddler of Troop B, 10th cavalry, died March 24 from injuries received in a railroad wreck in Mexico, the war department announced today, confirming rumors of his death. His home was at Fort Huachuca, Ariz.

TEST NEW AEROPLANE ENGINE IN MEXICO

Columbus, N. M., Mar. 29.—In an army aeroplane propelled by a new engine, the most powerful yet used by the American expedition, Lieut. Joseph Carberry flew from Columbus today, carrying dispatches to the new base of operations far south of Casas Grandes. Aviators were much interested in comparing this motor with engines which failed in thin air of mountain altitudes, causing narrow escapes from bad falls.

NO WARNING WHEN STEAMER WAS SUNK

Washington, Mar. 29.—The British steamer Eagle Point has been torpedoed without warning, the American consul at Queenstown cabled today. All on board, including one American, were saved.

London, Mar. 29.—The British steamers Kilbridge, 3,700 tons, and Westoll, 3,100 tons, have been sunk, according to announcement by the admiralty today. The crews of both ships were saved.

RAILROADS OF MEXICO FOR ARMY

Carranza Permits Shipments of Supplies, and Tentative Agreement Has Been Made for Movement of Troops

Washington, Mar. 29.—Messages from Consul Rogers, at Queretaro, stated it was positively known an agreement had been reached for the sending of military supplies over Mexican railroads, the state department announced this afternoon.

Washington, Mar. 29.—There was a growing belief here this afternoon that General Carranza would soon formally announce permission for American troops to use Mexican railroads. Officials would not discuss the question, but they admitted a tentative agreement for the move had existed for several days. The formal announcement is being withheld for fear of Mexican criticism.

San Antonio, Mar. 29.—American soldiers are pursuing Villa and his brigands in the Santa Maria valley, General Pershing officially reported today. The United States troops are more than 250 miles south of the border.

General Funston pointed out the many advantages to be derived from use of the Mexican railroads.

Villa appears to be heading toward Chihuahua City. Troops may be rushed there via the Mexican Central railroad if use of it is permitted.

El Paso, Mar. 29.—Colonel Dodd's "flying cavalry" is reported to have reached Madera today, developing a new phase of the hunt for Francisco Villa. Dodd is understood to have shifted his headquarters from El Valle to Madera. Co-operating with the Carranzistas, Dodd will throw out detachments to form a ring around the territory in which Villa is supposed to be hiding. This ring will be gradually made smaller, until the bandit chieftain is forced to come out and fight.

Reports that General Pershing is again using the Mexico Northwestern railroad south of Casas Grandes was an indication of the rapid movements which are being made in furtherance of the plan to surround Villa. Madera may be the new advanced base of the expedition. Cloaked in full activity, Pershing is believed to be acting without referring his plans to army headquarters at San Antonio.

That Major General Funston is giving him all the aid in his power was demonstrated by the arrival of many trucks with supplies en route to the front. The indication is that Funston intends to keep Pershing supplied with necessities by motor truck, mule drawn army wagons and old-fashioned pack train if permission to use the Mexican railroads is not obtained.

FLOODS CLAIM LIVES IN MISSOURI BASIN

Bismarck, N. D., Mar. 29.—Three persons were known to be dead today from floods which swept away many homes in the Missouri basin. The rain and snow are continuing, making conditions worse.

FIRE TORPEDOES AT SUSSEX RESCUE SHIP

London, Mar. 29.—A submarine fired two torpedoes at a British destroyer which was rescuing survivors after the Sussex explosion, it was learned on the highest authority today. Both torpedoes missed.

KAISER MUST ABROGATE DECREE FOR ATTACKS ON MERCHANTMEN

Washington, Mar. 29.—Not only a complete disavowal and punishment of the offending submarine commander, but absolute abrogation of the kaiser's decree against armed enemy merchant ships will be demanded by the United States if Germany admits that a Teuton submarine torpedoed the British channel steamer Sussex without warning. The alternative will be severance of diplomatic relations. If it is proved that a submarine was responsible, even if Berlin refuses to admit it, the same action will be taken. This will be the American attitude in the latest submarine developments, it was declared today.

President Wilson desires a complete settlement of the undersea boat issue, including the Lusitania incident. He will demand that the offending commander be punished the same as any other sailor would be for disobeying imperial orders. Re-

paration for all property damage will be asked. Compensation as far as possible for the loss of life will be requested, and the kaiser will be asked for a final conclusive agreement to abide by international law and retract his orders directing submarines to attack armed enemy merchant vessels without warning.

It is known that the administration is prepared to go to the length of breaking off relations, not angrily, but for the purpose of obtaining positive assurances with regard to further submarine operations.

"Germany must pay handsomely if guilty," said one official today. He explained that if Germany were guilty, nothing would be accepted from the imperial government unless it would "entirely appease the irritation and wrath which has swept the country as a result of this latest trifling with American lives."