

# Rosne River Courier

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

## ALLIES MAKE GREATEST GAIN

### Teutons Pushed Back Along Entire Somme Front—Biggest Guns Used in Modern Warfare Aid In Advance

London, Aug. 19.—British troops hurled back the German line north of the Somme last night in one of the greatest gains made by the allies since the opening smash of the allied offensive.

The Germans were thrown back on practically every sector of a six-mile front, extending from a point south of Thiepval to the point where the British lines link up with the French near Guillemont.

The greatest British gain was scored from Fouraux wood eastward to the junction with the French. General Haig announced this afternoon that the British advanced on a two-mile front in this region, penetrating German trenches to a depth of from 200 to 600 yards.

The capture of the western outskirts of the village of Guillemont and important advances north, northwest and east of the village leaves the Germans still clinging to the ruins of the village in a deep pocket and in danger of being cut off. The Germans made a determined counter-attack during the night, but were repulsed except at one point where they gained a little ground.

London, Aug. 19.—British troops have struck a great blow against the German lines north of the Somme, capturing the outskirts of the village of Guillemont and making gains on practically the whole Somme front. General Haig reported this afternoon.

Between Ovillers and Thiepval, the British pushed forward over half a mile, taking hundreds of prisoners, Haig asserted.

The British advance was made at various points along a six-mile front, extending from a point northwest of Ovillers to the region of Guillemont. The most decisive gains were scored between Ovillers and Thiepval, where the forward rush of the British thrust deeply into the German lines around the salient at Thiepval.

East and southeast of Mouquet farm (southeast of Thiepval) the British advanced 300 yards. Farther east several hundred yards of enemy trenches were captured between the Foreaux wood and the Bapaume-Albert highway, an advance that brought the British lines closer to the fortified village of Martinpuich, of the local German strongholds.

Still further east, the British drove the Germans from the western outskirts of Guillemont and pressing on northwest of the town, captured hostile positions between Deleville wood and Ginchy, capturing German positions in the orchards north of Longneval.

London, Aug. 19.—Giant 16-inch guns, outranging the famous German 43 centimeters, are playing a most important rôle in the allied advance on both banks of the Somme.

Despatches from the French front today revealed for the first time the presence of these new artillery monsters. Capable of throwing every two minutes a shell weighing nearly a ton, the new allied cannons are blowing great holes in the German works and systematically leveling fortified villages.

Despatches from Berlin today reported a deadlock on both the Russian and Italian fronts, though the latest official statement from Petrograd announced slight gains in the eastern Carpathians.

## REPORT FUNSTON SAYS TO REMOVE ARMY IN MEXICO

Washington, Aug. 19.—Secretary of War Baker today refused point blank to discuss the report that General Funston has recommended the withdrawal of General Pershing's army from Mexico.

"The department's policy is not to discuss rumors," Baker said. "The department will only discuss its own actions."

Army officials were equally reticent regarding the report from San Antonio. A national railroad strike would put Pershing's column in a dangerous position as regards maintenance, some officers said.

The troopers would be in a potentially hostile country with supplies sufficient to last only a month at the most and no certainty of replenishing.

The militia organizations on this side of the border would offer a big problem of the same sort, since they are consuming vast quantities of supplies daily—ten carloads of food being shipped into El Paso alone every day.

Washington, Aug. 19.—The senate today passed the workmen's compensation bill without a roll call, following a futile effort by Senator Cummins, Iowa, to amend it so as to give the secretary of labor and not the commission provided for in the measure, jurisdiction provided by the bill.

## VIOLENT GERMAN ATTACK IS HELD

Paris, Aug. 19.—The Germans entered a small element of a French trench north of Maurepas in most violent counter-attacks against all the newly-won French positions north of the Somme last night, but at every point where halted, it was officially announced today.

German assaults north of the Somme reached their greatest violence between Maurepas and Clery. The Teutons vainly attempted to expel the French from the outskirts of Maurepas and throw back the French lines threatened to encircle the village.

The Germans resumed the fighting on the northwestern front of Verdun last night with two grenade attacks against the French salient north of Avocourt and against Hill 304. Both attacks were checked. The Germans were driven back to their trenches. Artillery was most active on the whole Verdun front.

In Thursday's and Friday's fighting the French captured 300 prisoners.

## SUBMARINE SINKS ITALIAN TRANSPORT

New York, Aug. 19.—The Italian steamer Stampalia, formerly in service as a liner between New York and Italian ports, but more recently engaged as a troop transport has been sunk, presumably by a submarine, according to reports received by her agents here today.

The Stampalia, a steel twin-screw steamer, of 9000 tons, reached Genoa July 30 from New York and was scheduled to sail from New York on the return voyage on August 26. Local agents of the line received notice 15 days ago to cancel all bookings for the return trip to Genoa as the Stampalia had been taken over by the Italian government as a transport.

The Stampalia was owned by the La Veloce Navigation company of Genoa. She was built in 1901 and was 476 feet long, with a beam of 55.8 feet.

## ARBITRATION DEMANDED BY R. R.'S

### Thirty-Three Presidents Hold Out for Settlement of the Whole Question By Outside Tribunal of Mediation

Washington, Aug. 19.—Demanding arbitration as a basis of settling the dispute with the brotherhoods, Hale Holden, president of the Burlington road, this afternoon issued a statement, outlining the position of the 33 railroad presidents who called on President Wilson this morning.

The eight-hour day when considered in connection with the railroad train service is a question of honest difference, the statement said. The fact that railroads must operate at all hours, "renders it impossible to restrict the uses of railroad labor to a fixed standard," it said.

St. Paul, Aug. 19.—"We will stand out against the eight-hour day and President Wilson's present plan for averting the strike, as we now understand it, even if every other railway in the United States accepts the plan," said L. W. Hill, head of the Hill interests, today. These interests control the Great Northern, Northern Pacific and Burlington lines.

"Such a plan means receivership for the roads," Hill continued.

"In addition, it would cripple our train service. In the south 28 railroads operate under the eight-hour day principle and every one of them, without exception, are in the hands of receivers. We want to be. We would not get any increased rates to balance the increased cost. We know that. So we simply will not accept the principle."

"Our government operates a railroad in Panama," continued Hill. "It gets four times the freight rates we get here. Yet that road has no winter conditions to surmount, no hills to climb and no mountains to tunnel."

Hill said he was talking directly only for the Great Northern.

"I can say unequivocally that the Great Northern never will accept the eight hour principle," concluded Hill.

## REPUBLICANS STAND FOR LABOR

### Sound Economic Principles Only Safeguard for Laboring Classes—War Cannot Always be Depended on

San Francisco, Aug. 19.—Speaking before 1,000 workmen at the Union Iron works during the noon hour today, Charles E. Hughes urged contentment "through cooperative effort" and announced his advocacy of old-age pensions.

Hughes was introduced by Ignatius Sullivan, a machinist clad in overalls, who stood beside Hughes while he made a brief speech.

"This country cannot afford to have its prosperity dependent upon war abroad," he said. "There is no grievance which could not be settled amicably if fairly treated. I am here to see that justice is done to every man in this country; that every one has honest and fair treatment; that we have cooperation between the men and employers."

San Francisco, Aug. 19.—The 1916 California republicans will have to settle their own differences in their own way; Presidential Candidate Hughes does not propose to recognize the existence of any friction. The republican nominee so indicated his position today in conference with various state leaders. In the meantime, a truce was apparent between the regulars and progressives, manifesting itself when a photographer arranged to pose the nominee, National Committeeman Crocker and Chester T. Rowell, progressive leader, together.

Hughes, it was said by those with whom he talked, feels that he should not mix in local or state issues, for the reason that he does not desire to be involved in anything except a clear-cut issue with the democrats.

Hughes addressed one of the largest gatherings he has faced during his entire "swing around the circle" in the Civic auditorium here last night. Fourteen thousand persons, it was

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## MANNING INVESTIGATES LOCAL CLAIM FOR MINING EXPERIMENT STATION

The claims of Grants Pass to a federal mining experiment station were yesterday presented to Van H. Manning, director of the United States bureau of mines, and upon whose recommendation, Secretary of the Interior Lane will base his next designations of stations. Ten stations are to be established within the next three years. Two of three for this year are already selected, Fairbanks, Alaska, and Tucson, Arizona. Mr. Manning has just completed a tour of the northwest gathering a first-hand data upon which to recommend the third station. Ten cities are applying for locations, Baker City being the other one in Oregon. Seattle's claim is based on the government's desire to be close to development being done in southeastern Alaska, and the fact that it must also serve Washington, Idaho and part of Montana.

R. B. Miller, traffic manager of the California and Oregon Coast railroad ably presented the argument for the local station, basing

it on points decided upon in previous conferences. The first good reason for local establishment is the magnitude of the area which would be served that in southern Oregon and northern California being the largest mineral region of any being considered for the station. In addition to this, the great variety of ores and minerals to be found in this section mark it as especially needy of the services of such an experiment station, which does for the miner what the agricultural station does for the farmer. Another consideration which calls for such government aid, is the fact that ownership and operation of mineral property in this region is largely in the hands of small concerns or private persons who can not afford expensive tests. The present distance of this section with the greatest ore variety of any like district, from any such aid as a station will give, is a reason for local establishment. Other reasons are given as lying in the impending rapid development of old ter-

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## WILSON TO STAND FOR EIGHT-HOUR TRAINMEN'S DAY

Washington, Aug. 19.—President Wilson today in a formal statement of his proposal for settlement of the difficulty between the railroads of the country and the railway brotherhoods, indicated his intention to stand pat on his insistence that the eight-hour day be granted the workers.

"This seems to me a thoroughly practical and entirely fair program," he said, "and I think the public has a right to expect its acceptance."

It is believed the president is prepared, now that the brotherhoods have accepted his program, to throw the burden of blame for a strike upon the railroad owners, if a strike results.

"The eight-hour day now undoubtedly has the sanction of the judgment of society in its favor and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours," the president said.

At the same time President Wilson proposed that the demand for extra pay for overtime and all other issues be postponed, pending an investigation and suggested that, if necessary, he would obtain authority from congress to appoint a body of impartial investigators to probe the whole situation.

This body, he said, would report to congress though without making any recommendation.

The statement was issued just after 23 railway presidents had assembled at the White House to give their reply to the proposition.

President Holden of the Burlington road, told the president that they continued to stand for arbitration, and did not believe it right to ask them to abandon that principle. He made it plain, however, that the full power of attorney to reject or accept the president's plan lay finally with the railway managers' committee, who are still in the city, but who have not participated in any of the conferences with President Wilson since the railway presidents arrived.

It is expected that before the final crisis has been reached, the railroad managers will be asked to the White House to indicate whether they will accept or reject the president's plan.

There is strong indication today that rather than reject it and precipitate a strike, they will ask for more time and further conferences.

President Wilson's intimation that the interstate commerce commission might be expected to give a very fair consideration to rate increases if the eight-hour day is granted, is one of the things the managers will try to clear up.

President Wilson offered what he believed was a practical means of meeting the situation and urged the executives to put it into effect.

## RUSSIANS RENEW KOVEL OFFENSIVE

Petrograd, Aug. 19.—Heavy fighting has broken out on the Russian front east of Kovel after a lull of several days, while the Russians pressed their advance in eastern Galicia and near the Carpathians.

The war office today announced that stubborn fighting along the Stochod river, the czar's troops broke through the Austro-German position and captured the town of Toboly. A considerable advance was scored in this fighting.

Further south, near Svinichi, the Slavs repulsed eight separate enemy attacks that followed a heavy bombardment. In the Pripet marsh district northeast of Kovel, the Russians captured enemy positions west of Lake Nobel, in the Chervische river region.

## GULF COAST HURRICANE ABATES

### Damage is not so Great as at First Estimated—Army Camps in Track of Storm are not Seriously Injured

Galveston, Aug. 19.—A steamer, believed to be the overdue Fort Morgan, of the Gulf Coast & Fruit Steamship company, was sighted several miles off the bar at 3:10 p. m. today, approaching the harbor. She will anchor in the roads about five o'clock.

San Antonio, Aug. 19.—Radio reports received at Fort Sam Houston from Brownsville this afternoon, states that the gulf hurricane caused only slight damage in the military camps along the Rio Grande. Tents were blown down, forcing the men to move during the night, but there were no casualties.

Dallas, Texas, Aug. 19.—C. A. Gates, manager of the Southwestern Telephone company's office at Rockport, made his way on foot to Gregory, 20 miles west of there this afternoon and communicated with the local officers. He said there was "some loss of life in the water off Rockport, during the hurricane," although the town itself had no casualties.

Gates' report is believed to refer to the loss of the steamer Pilot Boy late yesterday, when 10 men were drowned. Rockport is located on a peninsula a few miles north of Port Aransas, where the Pilot Boy went down.

Northeast of Eagle Pass the International & Great Northern railway is out of commission from Pearsall to Cotulla, a distance of 30 miles. The rainfall was heavy throughout that section.

Dallas, Texas, Aug. 19.—The Southwestern Telegraph & Telephone company received a wireless from Brownsville, via Galveston, shortly before noon today, stating that the 30,000 national guardsmen there and in the vicinity, are safe. No loss of life resulted from the hurricane in that region.

The telephone company's wires are working as far south as Sinton, sixty miles north of Corpus Christi, and workmen have strung a temporary line from Sinton to the bay shore opposite Corpus Christi. They reported the causeway and the San Antonio & Aransas Pass railway bridge connecting Corpus Christi with the mainland, badly damaged. The workmen, at last reports, were sent across the bay with a cable and expect to establish direct communication with San Antonio by two o'clock.

Reports to the telephone company indicate that the center of the hurricane passed between Corpus Christi and Harlingen about 30 miles northwest of Brownsville. From there the storm passed in a northerly direction, veering steadily to the east. It is believed to have blown itself out on the plains of Uvalde county, 25 to 50 miles northeast of Eagle Pass.

Beeville, Texas, Aug. 19.—"Things are mighty bad. A big pavilion has just blown away and a boat has sunk out in the harbor."

That was the last message received over the telephone from Corpus Christi, shortly after 11 o'clock last night, at Sinton, 30 miles south of here, and 25 miles north of Corpus Christi.

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