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

CAPITAL AND LABOR PUT TO TEST

Industrial Battle Opens at Washington When Joint Committee on Interstate Commerce Starts Probe

Washington, Nov. 20.—The curtain lifted here on one of the most dramatic battles of industrial units in the nation's history today. The joint committee on interstate commerce started its investigation of conditions relating to interstate and foreign commerce and the necessity for further regulation along the lines of the Adamson eight-hour law and to nearly all interstate public utilities.

Represented in the fight are commercial organizations of all kinds and from all over the country, great corporations and industries. Every influence of capital and labor will clash during the hearings.

The railroads' fight will be directed by the railway executives' advisory committee, of which Frank Trumbull, chairman of the Chesapeake & Ohio, is the head. The brotherhoods will have their four chiefs—Stone of the engineers, Carter of the Bremen, Lee of the trainmen, and Shepard of the conductors—all of whom are now in the city ready for work. Each side is armed with statistics to support contentions that have been made for years.

"The public is interested most and is the one to be considered in this controversy," Judge Adamson, head of the joint congressional committee, and parent of the eight-hour law, said today. "Both the employers and the employes seem to forget they are our servants."

During the day Judge Adamson will confer with President Wilson on the matter of putting through congress the legislation the president has proposed for settlement and preventing of industrial disputes. The American Federation of Labor already has sent out its challenge on such regulation—voicing opposition to any law which will limit the strike right of labor.

In a formal statement before the convention, Chairman Newlands explained the object of the hearings.

"Upon the initiative of President Wilson, a congressional joint committee composed of five senators and five representatives was authorized to investigate all problems referring to transportation and to make a new survey not only of the defects of the existing system, if there are any, but of improvements which may be made in that system," he said.

"We want represented every class organization and interest connected with the subject of transportation.

"The inquiry will relate to every phase of transportation, rail carriers, river carriers and ocean carriers, and it will also be applied to telegraph and telephone lines, express companies, and other public utilities.

"It will embrace not only the subject of government control and regulation of these utilities, but also the wisdom and the feasibility of government ownership and comparative worth and efficiency of government regulation and control as compared with government ownership and operation."

Newlands said the hearing would investigate whether the interstate commerce commission is now overloaded and, if so, how this could be remedied.

The committee spent its morning session classifying those who will be heard. This afternoon an executive session was held.

Some surprise was occasioned when

DEUTSCHLAND TO MAKE ANOTHER ATTEMPT TO SAIL

New London, Conn., Nov. 20.—Following the lifting of libels against the Deutschland by filing of bond by a surety company this afternoon, it was reported the German submarine freighter might make her second start for Bremen tonight.

Papers in three libel suits totaling \$130,000 were filed against the Deutschland by administrators for the estates of Captain John Guernsey, Clarence Davidson and William Capron, who lost their lives when the submarine rammed the tug T. A. Scott, Jr. A fourth suit for \$25,000 was to be filed by the administrator of the estate of Edward O. Jackson, fireman on the tug.

The Maryland Casualty company, of Baltimore, filed \$84,000 bond in superior court, releasing the Deutschland.

EJECT BRITISH OUT OF GRANDCOURT

Berlin, via Sayville, Nov. 20.—Ejection of British troops from the western part of the village of Grandcourt was announced in today's official statement.

The report declared the British sustained heavy losses in attacks against the German line.

"English artillery fire of yesterday was generally less strong on both sides of the Ancre," the statement said. "Between Serre and Beaumont, and against our positions south of Mirumont, during the evening hours, attacks were launched. They failed, with heavy losses to the enemy.

"Our infantry, in hand grenade engagements, ejected the English from the western part of Grandcourt."

CALIFORNIA SOLONS MUST QUIT FAT JOBS

Sacramento, Nov. 20.—Twenty-five state legislators will have to give up other state positions of employment, or trust, as a result of an opinion by Attorney General Webb, to State Controller Chambers today, relative to the initiative measure recently adopted by the people prohibiting lawmakers from holding other state jobs. The opinion says that not only the legislators-elect, upon qualifying for their offices, but those who are now serving are affected.

The opinion also emphasizes that a state senator or assemblyman can not resign his legislative place with the hope of staying on his steady state job—that even if he resigned he would be disqualified from holding the steady position.

Some of the senators and assemblymen will be forced out of their state jobs for only about a month, until their legislative terms expire, while others will lose their regular state "meal ticket" altogether.

Some of the railroad heads failed to ask representation. The brotherhood chiefs may later make application to be heard.

Capital, represented by a mighty list of railroad presidents and heads of commercial organizations, served notice that it wants full hearings. The main contentions of this group, it was announced, will be opposition to government ownership of public utilities and support of federal control.

Representatives of state railway commissions announced they will fight any attempt to wrest control from them. Requests for hearing came from business organizations in Boston, Philadelphia, Chicago, New York, Seattle, Memphis and elsewhere and from telephone and telegraph and express companies, traffic bodies and livestock growers' organizations.

MONASTIR IN HANDS OF ALLIES

Germans and Bulgarians Flee From Balkan City, But Escape From Encircling Movement Seems Impossible

London, Nov. 20.—With rain and sleet interfering with full resumption of operations along the Somme, it was the Balkans that furnished most of the battle news today. Additional advices served to increase the brilliance of General Sarrail's French-Russian-Italian-Serbian victory in the taking of Monastir. It is now doubted here that the German-Bulgarian forces can make complete escape from the encircling of the allied flanking movement. Desperate fighting is proceeding as the allies strive to close in still further on the retreating Teuton-Bulgars. Roads churned into a sea of mud from snow and rain will, it is believed, make it impossible for the Teutonic forces to proceed with sufficient haste in their retreat to accomplish a complete withdrawal of forces and equipment.

Moreover, it appears that, far from being content with mere occupation of the city, the allied forces are still thrusting forward in their drive. Prilep, to which city the enemy is withdrawing, is about 24 miles to the north. The way is for the most part across level ground, with very few natural defensive features. The allied occupation of positions along the Cerna river bend gives them a fulcrum for their lever to force clearance of the plain.

Military critics here today agreed that the capture of Monastir is of the

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M.C. GOES TO CAPITAL BY THE AIR ROUTE

Washington, Nov. 20.—Flying high and circling in great spiral form around the White House, Congressman-elect Bleakeley of Pennsylvania arrived here at 5 p. m. today.

Philadelphia, Nov. 20.—Sergeant Wm. C. Ocker, United States army aviator, left here shortly before 2 o'clock this afternoon for Washington, with Congressman-elect O. D. Bleakeley, of Franklin, Pa., as his passenger—the first member of congress to travel to the capital by air.

The aeroplane is the property of Congressman-elect Bleakeley. He expects to travel to and from his home while congress is in session by the air route. Ocker is on leave of absence and brought the machine down from Mineola, L. I.

WANT EMBARGO ON EXPORT OF WHEAT

San Francisco, Nov. 20.—A national campaign to persuade President Wilson to put an embargo on exportation of wheat and of food products, in an effort to prevent further rises in the cost of living, will be carried by retail grocers the country over, according to announcement today by Chairman Frank Connelly of the executive committee of the National Retail Grocers' association. It is planned to place a petition for such an embargo in every grocery and ask customers to sign it.

WILSON SAID TO BE TIRED OF WAITING

Mexican Commissioners Must Soon Come to Agreement With the U. S., for Patience Is Near Breaking Point

Washington, Nov. 20.—The administration will stand for but little further delay from the Mexican side of the Atlantic City conference. Its patience is at the breaking point and the next four days may bring important developments. The Mexicans will be told emphatically, in language stripped of all diplomacy, that the United States can not sit in the sessions if dilatory, obstructive tactics are continued.

By such means the administration hopes to force a peaceful agreement on vexatious problems between the two nations. The border patrol plan is but part of what the government hopes to accomplish. Primarily, however, protection and safety of American rights and property in Mexico is the big problem.

The United Press learned these facts from a trustworthy source today.

What the alternative course is in event of failure at Atlantic City no one would say. President Wilson, Secretaries Lane, Lansing and Baker alone know what it is. But it is freely predicted by those close to Mexican problems that a shift in policy will be forthcoming which will deal rather more strictly with Mexico than in the past. The administration, however, is really hopeful that such ideas need not be used; leaders think that the Mexican commissioners will be whipped into line.

OUR GEO. WANTS NO ELECTORAL COLLEGE

Portland, Nov. 20.—Carrying a proposed amendment to the United States constitution, abolishing the electoral college, Senator George E. Chamberlain of Oregon is en route to Washington today. He believes the electoral college is obsolete and that the president should be chosen by direct, popular vote.

In explaining that the electoral college system might frustrate the will of the majority, Chamberlain pointed out just before starting east that in the present election 5,000 votes in California might have swung that state to Hughes and elected him, whereas Wilson had a popular lead of 400,000 votes throughout the country.

Chamberlain said his amendment would be proposed so it could become effective before the 1920 election.

WIFE SUICIDES AT HUSBAND'S DEATH

Los Angeles, Nov. 20.—The death toll of the Grand Prix race at Santa Monica Saturday was raised to six today, when pretty Mrs. Gwendolyn Bongiorno, 21 years old, unable to bear the grief of her husband's death, caused through an automobile crash Saturday while returning from the fatal event, ended her life by swallowing poison this morning. Her husband, a prominent attorney, was killed while returning from the race last Saturday. Grief caused the wife's rash act.

MURPHY IS NAMED WARDEN AT STATE PENITENTIARY

Salem, Nov. 20.—Charles A. Murphy, of Pendleton, was appointed warden of the Oregon penitentiary by the state board of control, in an executive session today. He takes office immediately.

Murphy is at present chief engineer of the insane hospital at Pendleton. Governor Withycombe and State Treasurer Kay voted for him at today's meeting. Secretary of State Olcott, the third member of the board, cast his ballot for Frank Meredith, of North Yakima, Wash., former secretary of the state fair board here.

TREVINO BACK IN CHIHUAHUA CITY

El Paso, Nov. 20.—From the passengers of a refugee train reaching Juarez at midnight last night, United States agents obtained confirmation of the return of General Trevino, Mexican de facto commander, to Chihuahua City after marching his army out to open a campaign against Villa. The train brought 300 frightened natives, many of them women, to the border. Trevino is impressing all able-bodied men into his army, the natives said, and the civil population of Chihuahua City is momentarily expecting a bandit attack upon the city. One woman told of seeing the body of a gray-haired American lying in front of the Jiminez hotel in Jiminez. It is believed here the body was that of Dr. Fisher. Another woman, who claimed to have come from Parral, said she saw four Americans being taken along the streets by the bandits, but does not know their fate.

A report wired from Carranista military headquarters at Chihuahua City stated that all Americans in Parral fled the town upon advice of General Luis Herrera, Carranista commander there. Many other conflicting reports are reaching the border concerning the fate of the five Americans who did not leave with a party of Alvarado mining men.

New York, Nov. 20.—Six men were killed and several injured today when the boiler of the tug Rambler exploded. The boat was lying at her pier in the East river.

SEATTLE WOMAN SHOOT'S SISTER

Seattle, Nov. 20.—Miss Alice Carey, 30 years old, is near death, with three bullet wounds in her body, fired by her sister, Mrs. Margaret Hartman, who afterward committed suicide by taking poison during a fit of temporary insanity Sunday morning.

The tragedy was enacted on the dairy ranch of Robert Hartman, husband of the dead woman, near Redmond.

Both women were graduates of the University of Michigan. Their parents live in Sandusky, Ohio. At the lakeside sanitarium at Kirkland today, Miss Carey, Dr. George H. Davis, her physician, and the husband advanced only the theory of insanity to explain the affair.

Miss Carey was washing dishes in the kitchen, she said, and Robert Hartman and his father were working outside. Mrs. Hartman walked into the kitchen and fired the first shot into her sister's back. Miss Carey turned. Two more bullets, in quick succession, entered her abdomen.

Her sister turned and fled upstairs, where she took formalin, and the physician says, probably died instantly.

NEW RECORD SET BY BIRD WOMAN

Miss Ruth Law, Aviatix, Makes Flight From Chicago to New York Covering 870 Miles in 8 Hours 55 Minutes

New York, Nov. 20.—Miss Ruth Law, little American, took her place as the premier woman aviator of the world today when she equalled the American record for cross-country flying. She landed at Governor's Island at 9:38 a. m., having flown 840 miles from Chicago in an old-style exhibition aeroplane.

Miss Law made but two stops, the first at Hornell, N. Y., and the second at Binghamton, where she spent the night. She was forced to alight because she had run out of gasoline. Fully exposed to the wind and cold, owing to the fact that the type of machine she drove forced her to sit out in front of her motor without any shield for protection, the plucky young woman outstripped Victor Carlstrom's record for continuous cross-country flight, made on November 2 in the very newest type of machine, and then continued her journey and flew farther than has any woman before in history.

Miss Law left Chicago at 7:25 (central time) Sunday morning. She reached Hornell, 590 miles away, at 3:24, continuing 120 miles farther to Binghamton, reaching there at 4:30 p. m., and resumed her flight early this morning. Her flying time for the entire trip was eight hours and 55 minutes.

In announcing Miss Ruth Law's official time for her flight from Chicago to New York, the Aero Club of America today placed it at 8 hours and 55 minutes actual flying time. The distance was estimated at 870 miles.

New York, Nov. 20.—The very first thing Miss Ruth Law asked for today when she finished the record-breaking aeroplane flight on Governor's Island was face powder. Her nose was shiny.

She was hustled into a waiting automobile at the army aviation field, whisked away to the home of Major Wm. Hartman, of the army signal corps, and the travel washed off her rosy face. Then this daring maid of the air, who had out-Carlstrommed Victor Carlstrom in her flight from Chicago to New York placidly asked of Mrs. Hartman:

"May I borrow some of your face powder?"

Having powdered her nose, she talked to the United Press of her flight. Sitting in an automobile, and rosy-cheeked from contact with the frigid air of the upper regions, swathed in sheepskin and oiled garments, she graphically described her thrilling voyage.

"I'm awfully well pleased that I've been able to beat the American record," Miss Law began. "But I could have done better. I believe I could have made the flight all the way through if things had turned out the way I expected them to. And I'm going to try it again.

"When I made up my mind to try this flight from Chicago to New York," she said, "I got into communication with the Curtiss aeroplane factory, and tried to buy a big battle plane, one of the most powerful I could get. But they would not let me have it. They were afraid that a woman could not handle the powerful machinery and manipulate their big machine in that long trip.

"When they kept on putting me

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