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MONDAY, JUNE 17, 1918.

OREGON WEATHER

+ Fair and warmer; gentle +
+ northerly winds. +

READING, SPEAKING, THINKING ENGLISH

New York City will have no more German classes in its public schools while the war lasts. Cleveland has barred German absolutely from its grammar and high schools. South Dakota has decided that no more church services shall be conducted in the German language, no speaker or lecturer shall use German in any public address, and no school, public or private, shall employ it as a means of instruction. Iowa has added to these rules a prohibition against the speaking of German by anybody in trains, street cars or other places of public assemblage, or over the telephone.

So the movement rolls on. German kultur or culture, whichever you choose to call it, is being stamped out in this country rapidly and completely. Some things that are good inevitably go along with the bad. But the public is convinced that it is better to lose the benefits than keep the evils.

And the public is right. We gain by the elimination of German, because language is fundamental. It is language, with the literature, history, traditions and habits of thought that are embalmed in it, which more than anything else represents a civilization and carries it on. Language is more powerful than race or nationality. It is a true instinct which impels our people, in their battle against German autocracy to insist on the universal use of the language in which our American civilization is embodied.

The few who need to know German for special reasons may easily enough find ways to learn it hereafter. At present the big thing is to have the entire nation learn to read, speak and think in English.

ENGLAND HELPING HERSELF

In some quarters there seems to be a lurking impression that Great Britain is leaning a little too heavily on America, that she is not doing so much for herself as she might, particularly in the matter of food.

Any such view is more discreditable to America than to England. Our British friends have toiled and fought and suffered enough, goodness knows, for the cause that we've now made ours, to deserve a little

FOR SALADS

SHRIMPS
LOBSTERCHICNO
CRABTUNA
SALMON

And let us take your order for

Campbell's TOMATO SOUP

KINNEY & TRUAX GROCERY

QUALITY FIRST

BOARD REPORTS ON
TUNNEL 9 ACCIDENT

respite. But as a matter of fact, they're not asking for a respite. There is no evidence that in any particular they are "lying down" and throwing on us any burden they are able to keep on bearing themselves.

The single matter of agriculture is a revelation along this line. Because of the pressure of our food administration to save food in this country for shipment to our allies, we may have thought of Great Britain as unable or unwilling to use her own farming resources to the full. But we learn that the British people have planted the largest acreage of potatoes in 40 years, and the largest acreage of grain in the history of British agriculture. And this despite a shortage of labor and machinery of which most Americans can have no conception.

As a result, it is announced that from all appearances, the United Kingdom will be four-fifths self-sustaining for the coming year. That means that the British will need less food from us. Better still, it means the release of about 1,500,000 tons of shipping that can be turned to the carrying of soldiers and war material.

GREAT CARE IS EXERCISED

(Continued from page 1)

With the exception of the ship's executives and the officers in military command, no one aboard knows the hour fixed for sailing, and this becomes a favorite topic for speculation among the soldiers. But finally the last soldier has come up the gang-plank and the last piece of freight has been towed away. A busy little tug appears alongside and begins to nose the vessel like a terrier investigating a greyhound.

Suddenly there is a blast from the ships whistle, and then are enacted a few details of the familiar scene which before the war was witnessed whenever a trans-Atlantic liner left its pier. The comparison, however, is extremely limited. The call of "All ashore that are going ashore" effects only a few stevedores and perhaps an official or two, who move leisurely off.

What excitement there is is confined to those on the ship. There is none on the pier for the reason that it is now empty and its great doors are closed. Only a blank wall looms there.

On deck the movement, instead of being toward the transport's rails, is away from them. Orders have been given for the troops to go to their quarters, so that when the ship is leaving harbor no uniform may be visible to any prying eyes on shore.

Slowly the big vessel is coaxed by the tug into the stream, and majestically she gets under way. A few civilian passengers, to the envy of officers and men, hang over the rails and watch the city's skyline fade away.

Soon the port is only a blur in a veil of mist. It is safe now for the troops to appear. They rush out on deck, boyishly eager for the sight—strange to many—of the open sea. A glance is cast toward the vague line on the horizon that is home. Then they turn and peer forward into the mystery of the unknown, toward the scene of the great adventure—over there.

LONDON NIGHT WORK

In London the Y. M. C. A. maintains a night transport service, a fleet of automobiles that meets trains when soldiers arrive. Between 15,000 and 20,000 men are cared for in this manner every month.

Our classified ads bring results

The board of inquiry, which was convened to investigate the cause and responsibility of the accident at Tunnel 9, in which E. N. Pettit was killed, was composed of Superintendent Burkhalter, Division Engineer Lull, Roundhouse Foreman Nombalais, of the S. P. company, and E. G. Harris and James Martin. They report as follows:

This board finds that timbers in section 14 of Tunnel 9, length 2,205 feet, are being renewed, and at the same time the cross-section of the tunnel is being enlarged and new timbers put in according to present standard. Three bents of new work was put in last fall by bridge and building gang No. 22, Foreman E. N. Pettit, following which gang was taken to other jobs of more importance. On May 3, 1918, the same foreman and gang were returned to Tunnel 9 and made ordinary repairs in various parts of the tunnel up to a few days ago, when the continuance of the work was undertaken. Bent No. 22, immediately west of the three bents of new work, was to be replaced, and side walls, consisting of slate and serpentine, had to be excavated sufficiently to provide room for the new posts and lagging, small shots of not more than two sticks of powder to each hole being used to loosen material on the sides, no shooting being done overhead. Each post of the old bent was held out from the side walls by a shore about ten feet above track and the arch was under local pressure from the weight of loose material above it which had not been excavated. Foreman E. N. Pettit, Carpenters Ralph Girard, Frank Sexton, Frank Chenoweth and E. S. Lewman, were on staging. Foreman, with the idea of setting in the new post, instructed Carpenter Frank Sexton to knock out the shore from behind the right post. Sexton hit the shore several blows, but it was tight and did not move, and Foreman Pettit told him to chop it out, which he undertook to do, but at the first blow of the ax the shore fell out, which resulted in the arch collapsing. The timbers, lagging, rock and earth fell, crushing the staging and covering Foreman Pettit and injuring others. About a minute later, additional rock and earth fell, further injuring Chenoweth and also injuring Fred Sexton, who were endeavoring to rescue Foreman Pettit, the total amount of earth and rock falling being about five tons.

Casualties as follows:
Foreman E. N. Pettit, almost instantly killed.
Carpenter Frank Chenoweth, hip and leg bruised and possible internal injuries.
Carpenter E. S. Lewman, leg bruised.
Carpenter Fred Sexton, end of left thumb mashed, necessitating amputation at base of nail.
Carpenter Ralph Girard, slight bruise of thumb and elbow.

Foreman Pettit had about 20 years experience in bridge and building work, several years of which were spent in tunnel work. He has been foreman of gang 22, engaged exclusively in tunnel work, since February, 1917, and had previous experience as foreman of tunnel work on other gangs. He was considered a thoroughly competent and reliable man. Carpenter Frank Sexton has been working for about 16 years, about half of the time on tunnel work.

On June 5, a few days before new work was started, Supervisor of Bridges and Buildings C. W. Smith, visited Tunnel 9 and spent about three hours with Foreman Pettit, explaining fully to him how the work

in hand should be handled. These instructions were that the excavation should be made on the side walls from the ground up and lagged as necessary, blocking the lagging back against the wall with shores from the old posts. Foreman Pettit was instructed to carry this excavation upward entirely around the old arch, completing lagging and blocking as the work proceeded. He was also instructed after the enlargement over the two panels adjacent to the old bent was entirely completed, two helper bents were to be set, one on each side of the old bent. After these were in place, and not before, the old bent was to be taken out, arch lagging being supported on the helper bents. He was further instructed to be careful about the work, taking it slowly until men in the gang had become thoroughly organized on the method of handling.

Foreman E. N. Pettit was responsible for the accident, first, because he failed to handle the work by the methods prescribed by the bridge and building supervisor, and second, because he ordered removal of the shore that was holding post of old bent in position, when he certainly knew this bent was carrying considerable weight.

Carpenter Frank Sexton, having 10 years tunnel experience, should not have knocked out the shore when instructed to do so by the foreman, as an instant's consideration on his part would have made him realize that the removal of the shore would allow the bent to collapse.

Recommendations, none.

MILITARY CROSSES
WON BY AMERICANS

Washington, June 17.—General Pershing reports the awarding of military crosses for distinguished service to six Americans today, four of whom are dead, including Major Alexander Rasmussen of Sherwood, Ore.

ILLINOIS VALLEY

A son was born to Mr. and Mrs. Frank Mauley at the home of Mrs. Mauley's parents, Mr. and Mrs. Hayes. The father is a soldier stationed at Camp Lewis.

Mrs. Barbara Fetterly died a short time ago near Portland. She was a former resident of Illinois valley and leaves a number of children, Mrs. Jesse Barnett, Guy Fetterly and John Fetterly and one brother, D. S. Shaffer, being residents of the valley. Mrs. Barnett was present to care for her mother during her last illness.

The demonstration at Spence hall by Miss McCormick was appreciated by those who attended although owing to the very busy times not many were present. Miss McCormick gave a demonstration at Takilma at the home of Mrs. Corbett which was well attended.

Ben George was severely injured on Tuesday by being kicked about the head and arm by a horse and it is feared one leg was fractured, although the full extent of his injuries is not known at present.

Loren George, Gladys Long and Paul and Phayo Pfefferle have received their diplomas in the eighth grade examination in the Payne district.

A Red Cross dance was given at the Takilma hall on Saturday night, music being furnished by Mahoney's orchestra. Forty-five dollars was cleared for the Red Cross and Y. M. C. A.

The death of Mrs. Chauncey Messenger occurred in Arizona, the result of pneumonia. Mrs. Messenger was a former resident of Takilma.

George Wells met with an accident with his car while driving from Grants Pass accompanied by his sister, Mrs. Walker. The lights went out for some reason and the car ran into the bank on the Selma grade throwing Mrs. Walker from the car, and injuring both occupants of the car.

The Spence school made a shipment of Red Cross work on June 7, consisting of 37 ambulance pillows; 7 feather pillows; 3 pillow slips; 2 oil cloth pillow slips; 53 bandage rolls; 2,800 gun wipes; 14 handker-

chiefs; 4 towels; 1 wash cloth and 8 pounds tin foil. This organization will be continued during the summer, the meetings being held each Friday afternoon.

A gymnasium in London used by the Y. M. C. A. for soldiers and sailors accommodated 11,000 men during a period of seven months.

you-
use so little
SALT
that you can
well afford
the best

**LESLIE
SALT**

Thrifty, shrewd, careful people make it a habit to read our classified ads

Do you?

These ads. are money savers and money makers.

Keep your eyes on them.

Don't Slow Up
Advertising Now!

Never has there been a time when the public has looked more keenly for **MERCHANDISING NEWS** than now.

Never has there been a time more auspicious for the enterprising tradesman to secure **HIS FULL SHARE OF TRADE** than now.

People must continue to eat, to wear and to use.

The tendency is to cut out luxuries, and luxuries are only a relative small proportion of your business. For every luxury cut out you have a chance to increase your movement of staples.

How short-sighted is the policy of reducing advertising expense to "save money." You will only lose trade. You will only lose prestige.

Advertise to increase sales and make more money; don't cut it out to save money.

Study your advertising as you never did before—do it wisely and well.

Be prosperous and let the people know that you are prosperous.

Success was **NEVER** achieved by stopping advertising or by wearing old clothes and talking pessimism.

Be Wise—and Advertise!

