

The Weather

Maximum yesterday 62
Minimum today 42
Precipitation .05

MEDFORD MAIL TRIBUNE

Predictions

Rain.

Daily—Sixteenth Year.
Weekly—Fifty-First Year.

MEDFORD, OREGON, TUESDAY, APRIL 19, 1921

NO. 24

WILLING TO FIGHT FOR M. DOCTRINE

President Harding at Unveiling of Statue to Simon Bolivar, Pledges Again Friendship to South America and Armed Protection if Need Be Against European Nations.

NEW YORK, April 19.—Crowds cheered President Harding when he arrived here today from Washington for the unveiling of the statue of Simon Bolivar in Central Park.

The cheering continued as the nation's chief executive, on his first visit to this city since his inauguration, motored from the Pennsylvania station to the Waldorf Astoria hotel before going up Fifth avenue to the scene of the ceremony.

At the hotel, flying the flags of the American republics as far south as Cape Horn, the president met his secretary of state, Charles E. Hughes, Dr. E. Gill-Borges, Venezuelan minister of foreign affairs and many other Latin-American diplomats.

NEW YORK, April 19.—Renewed bonds of friendship among the American republics, with a re-consecration to peace and liberty as an example for the war-weary world, were pledged by President Harding today at the unveiling here of a statue to Simon Bolivar, the South American patriot.

In the example of a prosperous family of states living together in peace on the western hemisphere, the president declared, the old world might well find inspiration for the re-construction of its industry and its politics along the lines of progress and amity. To that re-construction, he said, the American republics could also contribute by giving of their strength and resources to aid their stricken sister nations across the sea.

Re-stating the Monroe doctrine, Mr. Harding asserted that it never meant a policy of selfishness or narrowness, but was a charter of American independence to maintain which the United States was "willing to fight, if necessary."

He added that the policy of the American republics must not err on the side of too great aloofness and that in the present world chaos pan-Americanism must mean "sympathetic and generous Americanism."

A Memorable Date

The address follows in part:

"There is significance in dates, as though some days were destined for a high place in the history of human progress, also an abiding place in human affections. This day is the anniversary of the Battle of Lexington where the colonies of North America made their first sacrifice in blood for independence and new standards of freedom. On this same day a generation later Venezuela's struggle for freedom had its immortal beginning.

"I wish April 19, might have an added significance from this day on.

"It is an interesting thing to compare the careers of the two great fathers of American liberty, Bolivar and Washington. Each wrought an empire of freedom and built more vastly than he dreamed. Their concept of liberty was not inspired in individual unrest. Each was wealthy, each rated among the personally fortunate, but a people's freedom was impelling.

Washington and Bolivar

"It is not too much to say that out of the liberations wrought by Washington and Bolivar, grew the republican constitutional system which is America's gift to mankind.

"It is fine to be able to say that the new world temples of liberty were not wrought in destruction of the old.

(Continued on page six.)

California-Oregon Wins Suit Against S. Ore. Traction Co.

SALEM, Ore., April 19.—The supreme court today allowed a motion on modification of the opinion in the case of W. S. Barnum against the Southern Oregon Traction company and others, defendants, and the California-Oregon Power company, intervenors and appellants. The case was appealed from Jackson county.

The above case was an action brought by the California-Oregon Power company to secure approximately \$600 alleged to be due from proceeds of the operation of the Jacksonville railroad when in the hands of a receiver, for electric current supplied. The decision means the power company will secure the same. Attorney P. J. Neff represented the company and Attorney Gus Newbury Mr. Barnum.

FORCED TO FORGE BOND SIGNATURES AT POINT OF GUN

SPOKANE, April 19.—How, as he declared, he had been forced at the point of a gun in the hands of his partner, John B. Milholland, to forge signatures on two issues of bogus bonds was related by Jay E. Hough today on the witness stand in his trial in superior court on a charge of forgery.

The bonds, he said, included a fraudulent issue of school district No. 16 of Hill county, Montana, and another of the Port of Newport, Oregon. Milholland had locked him in their office, after having summoned him for a conference, he said, and threatened not only to kill him but the members of Mrs. Hough's family as well.

He declared he had pleaded in vain with his partner to make a clean breast to James F. Callahan, whom they are alleged to have defrauded of some \$300,000 to \$400,000. Milholland committed suicide after Hough had confessed to the authorities last January.

Hough is on trial for the alleged forgery of an issue of bonds of the Teel Irrigation district of Echo, Oregon.

\$150,000 COLT OUT WITH LAME HOOF

NEW YORK, April 19.—Inchlepe, the colt which J. P. Rossiter, California turfman was reported to have sold to Sam Hildreth and Harry Sinclair for the record price of \$150,000, has gone lame and will not run in the Kentucky derby. It was reported here today.

The colt is at a farm at Jobstown, N. J., and according to his owners was taken from training several weeks ago after he pulled up lame in a workout. Inchlepe injured a fetlock at Saratoga last summer.

SPARKS FROM TODAY'S WIRE

LONDON, April 19.—Miss Alexia Stirling, woman golf champion, tied Miss Cecil Leitch, British woman champion, for the scratch prize at the big open tournament for women today. The score was 72.

SAN FRANCISCO, April 19.—A quantity of morphine and 415 cans of opium valued at \$45,000 were seized by customs inspectors today in the baggage of the trans-Pacific steamer Siberia Maru.

ALL GERMANY PAYS TRIBUTE TO EMPRESS

Potsdam the Mecca of a Pilgrimage, the Like of Which Was Never Seen Before—Von Hindenburg and Other German Generals Attend.

POTS DAM, April 12.—(By the Associated Press)—Amid the tolling of bells, funeral services for Augusta Victoria, former German empress, were held today here.

Over the simple coffin in the mausoleum, or Antique Temple in the Potsdam palace grounds had been raised the familiar yellow standard of the ex-empress and at its foot stood the four sons of the former royal couple who were free to attend the services. Lacking was the presence of the former emperor and of former Crown Prince Frederick William, exiles in Holland.

Led by the clergy and officers of the ex-empress' own regiment, the funeral cortege left Wild Park, the Potsdam railway station near which the body had been guarded overnight by faithful mourners, after its arrival by special train from Doorn, Holland, and proceeded to the mausoleum in the palace grounds, a mile and a half distant. Four black steeds from the former royal stables drew the funeral car, which was preceded by the former chamberlains of the court, bearing the royal insignia. Generals Von Loonfeld and Von Lyncker and former ministers of state Von Delbrueck and Breitenbach, knights of the Black Eagle, held the corners of the purple robe which covered the funeral car.

Von Hindenburg Attends. Then came the Hohenzollern princes and princesses and other members of the ex-empress' court and distinguished army officers, among whom were Generals Von Hindenburg, Ludendorff, Von Mackensen and Von Kluck. At 10:30 o'clock the cortege reached the mausoleum where only members of the Hohenzollern family and private guests were admitted to the services. They were conducted by Dr. Dreyer, the former court chaplain, assisted by the choir of the Dom cathedral, which sang "I Know That My Redeemer Liveth," and "Christ Is My Life," and other hymns familiar to protestant Germans.

At the conclusion of the services, throughout which the tolling of the church bells continued, the public were admitted to the mausoleum.

All Roads to Potsdam

BERLIN, April 19.—(By the Associated Press)—All roads out of Berlin led to Potsdam this morning. The throngs which made their way thither to witness the funeral ceremonies for former Empress Augusta Victoria, crowded all manner of conveyances to this home of erstwhile royalty. For the last 48 hours Potsdam has been the Mecca of a pilgrimage, the like of which has not been known since the historic suburb became the shrine of the Hohenzollern traditions.

The first regular train for Potsdam carried men and women on the running boards and even on the roof. The special train provided by the court marshal for the invited guests also was filled to its capacity. Neither the national nor the Prussian government was officially represented at the ceremonies.

POTS DAM, April 19.—Officers formerly attached to Potsdam regiments stood guard last night in the funeral car which brought the body of the former German empress to Potsdam from Doorn yesterday. The car stood near the station at Wild Park, about half a mile south of the new palace and near the entrance to the park of Sans Souci.

Shortly after dawn preparations were made to remove the casket to the antique temple in Sans Souci where final services were to be held. None but members of the immediate family and officials of the German court was to be permitted to attend the services.

At the foot of the coffin lay a wreath of yellow roses from former Emperor William and a great heap of floral tributes which had been presented at the various stations at which the train stopped on its way through Germany from Holland. The removal of the body from the Wild Park station to Potsdam this morning was an impressive function. The coffin was followed by a huge procession of mourners both men and women and numbers of army officers and privates. In Potsdam the cortege was awaited by an enormous crowd. All the hotels, lodging houses and private houses were filled to overflowing. More than half of Potsdam's civilian population extended the hospitality of their homes to the thousands of visitors who were unable to procure public lodgings.

Portland Sugar Cut

PORTLAND, Ore., April 19.—Refined cane sugar was reduced 25 cents a sack by local jobbers today. Best cane granulated is now \$4 a hundred pounds wholesale.

Portland Building Trade Unions Agree To Accept Wage Cut

PORTLAND, Ore., April 19.—Unions affiliated with the Portland Building Trades Council have voted to accept the arbitration board's award of a 10 per cent wage reduction effective May 1. It was announced today. The arbitration board began its investigation after the unions refused a 12 1/2 per cent cut effective March 1. The award cut carpenter's wages from \$8 a day to \$7.20; structural iron workers \$9 to \$8.10; sheet metal workers \$8 to \$7.20; common laborers \$6 to \$5.40; plasterers \$10 to \$9; hod carriers \$7 to \$6.30; painters \$8 to \$7.20; steamfitters \$9 to \$8.10; brick layers \$10 to \$9.

GYPSY DYNASTY HANGS ON LIFE 8 YR. OLD BOY

DETROIT, April 19.—Whether the dynasty of the tribe of Demitro, one of the oldest reigning Gypsy houses in America, is broken, depends on the fight of eight year old John Demitro for recovery from pneumonia. The lad is in a hospital here critically ill.

John, the only heir to the rule of the tribe is the one concern of 1641 families in the United States and Canada, whose king is Zitho, the boy's grandfather, who inherited his title from his father in Serbia. The aged chieftain has spent night and day at John's bedside for a week and during that time many others of the tribe have visited him, some coming from New York, New Orleans, Chicago and San Francisco.

When his condition will permit John receives his visitors with the poise of a chieftain but the homage is paid as well to a real American boy for his nurse's review of the movies and news from his school mates means as much to him as tribal traditions.

PAUL REVERE'S RIDE REPEATED IN CELEBRATION

BOSTON, April 19.—Splashed with mud from hat to spurs, riding to Lexington "Paul Revere" and "William Dawes" revived in Middlesex county today memories of the historic events that preceded the "shot that was heard around the world," 146 years ago. The rides of these latter day couriers was one of the picturesque features of the Patriots' day celebration.

The horsemen departed from Boston, spurred by the cheers of thousands. They slackened pace only at points where history said Revere and his fellow rider Dawes had halted to give the alarm that the British were on the march.

Wherever the two drew rein celebrations had been planned. The observance had its climax on the green at Lexington where sturdy minute men gathered in the early hours of April 19, 1775.

SOUTH DAKOTA CITY STARTS CAMPAIGN TO CHANGE STATE'S NAME

SIOUX FALLS, S. D., April.—A campaign recently has been inaugurated by the Chamber of Commerce of Mitchell, S. D., to have the name of South Dakota changed to Roosevelt. A similar movement, started several years ago, received only little public support and consequently was dropped.

This time, however, officers of the Mitchell Chamber of Commerce claim they will wage the campaign until it is brought to an issue. The scheme to divorce any possible relation between North and South Dakota has brought forth considerable comment in the editorial columns of the state's newspapers. Opinion is divided, but the majority of the editors disapproved the plan, it is believed. The Mitchell Evening Republican, backing up the campaign of its Chamber of Commerce, says, editorially: "By all means, the name should be changed to that of Roosevelt. The one great reason why we should get a new name for our state, is that, because of circumstances for which neither state is responsible, South Dakota must, so long as so named, be regarded as a sort of extension of North Dakota.

CHARGES 100 MEN CONTROL U. S. WELFARE

W. Jett Lauck, Economist for Railroad Unions Declares Capital Combine Has Forced Hard Times to Break Labor Union Movement.

CHICAGO.—Charges that a "capital combine," headed by 12 New York financial institutions inaugurated a policy of nation-wide shut downs, was made today before the United States labor board by W. Jett Lauck, economist for the unions which are fighting any reduction in hearings before the U. S. railroad board.

Mr. Lauck named about 100 men who through interlocking directorships, he claimed, centered in these dozen institutions control of the majority of the country's important railroads, and of basic raw materials. He charged that: "This inter-related capital group deliberately deflated the farmers and then undertook by precipitating industrial stagnation, to deflate labor."

The railroads, he asserted, were the chosen vehicle for this labor drive. Layoffs of repair men on railroads in recent months, he charged, were made deliberately, while much of the repair work was let to outside companies who charged the railroads about twice what the same repairs would have cost in their own shops. One purpose, he said, was to get this portion of railroad labor out of government jurisdiction by forcing it to work for the outside concerns. These concerns, he said, were largely under this same financial control as the roads.

The document that Mr. Lauck presented made about 125,000 words. It was prepared by the American Federation of Labor Bureau of Research, Railway Employees department, and entitled, "Human Standards and Railroad Policy."

The dozen New York financial institutions named were: Mutual Life Insurance Co. of New York, First National bank, Equitable Trust Co., J. P. Morgan and Co., Guaranty Trust Co., Equitable Life Assurance Society of United States.

American Surety Co., National Surety Co., National City bank, New York Trust Co., Chase National bank.

Mr. Lauck charged that these banks had directors in 92 Class One railroads, and in 20 railroad equipment companies, that their directorships reached 24 coal railroads and coal companies, and that through non-banking directors this alleged capital combine was still further interlocked. In presenting the report Mr. Lauck gave this summary of its contents:

"The evidence shows there is a capital combine consisting of the major banks, the railroads and the industries controlling basic materials, and that this combine has and exercises a power over the economic destiny of the United States. It shows that within the identical capitalist group lies the power to adjust or misadjust relative prices in a manner that will stimulate or suppress industrial activity. It points out that this focal capitalist group has deliberately maintained high prices of steel, coal, cement and other basic materials and that the railroads, financed by the same interests, have refused to place the orders for plant maintenance, or even the orders necessary to prevent plant and equipment deterioration.

"The exhibit shows that the greater factors in American industry, the railway equipment producers, the railway repair works, the steel interests, the coal, cement and other basic material producers—all are closely bound together by intercapital relations and interlocking directorates, coming to focus in the House of Morgan.

"The Railway Employees make no issue as to the propriety of a centralized system of economic control. The point of the exhibit is its challenge of the unconscionable misuse which the great combine has made of its power. The employees call attention to the national responsibility which the possession of such power entails and note that this responsibility in the case of the railway industry has been recognized and written into the federal laws of the United States, and the employees specifically point out that this responsibility is being unscrupulously evaded.

"The railroads are pleading poverty. The banks are making unprecedented profits and declaring unprecedented dividends and the same applies to steel, coal, railway equipment and similarly situated concerns. The cap-

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Pilots and Mates of S. S. Governor Blamed For Sinking of Ship

SEATTLE, April 19.—Entire blame for the collision of the steamer Governor with the freighter West Hartland, which caused the sinking of the passenger ship, was placed on Harry Marden, pilot, Arno Hage, 3rd mate, and Second Mate Ernest Kollenberger in the report of the board which investigated the accident. While the report of the investigating board exonerated officers of the West Hartland of any blame for the collision, it was learned today that Captain William Fisher, supervising inspector for the steamship inspection service in this district, has undertaken a further study of the facts to determine whether charges should also be placed against them. The local board ruled that as the West Hartland had the right of way as the ships approached each other "all that needed to be done was to do nothing."

GOLD HILL YEGGS RETURN TO JAIL ON \$2500 BONDS

At the conclusion of the preliminary hearings of Frank Stroff, alias "Dutch Pete," and Peter Kodat, the alleged Gold Hill bank burglars, before Justice Taylor late Monday afternoon, the two men were bound over to the grand jury on \$2500 bail each, and taken back to the county jail, as neither could furnish bond. The hearings, which were begun yesterday forenoon, consumed much time, as Frank J. Newman, attorney for the prisoners, conducted a vigorous cross examination of all the witnesses for the purpose ostensibly of bringing out as much evidence as possible held by the state. George Codding, assistant county prosecutor, conducted the state's side of the case, and it is said succeeded in holding back considerable important evidence in his possession.

A feature of the afternoon session was the disclosure on the witness stand by Sheriff Terrill of the fact that he had found small skeleton keys on each prisoner when they were searched after their arrest, by which most any ordinary lock could be picked.

BONE DRY MAJORITY IN TORONTO IS 200,000

TORONTO, April 19.—Placing the majority vote for "bone dry prohibition" in Ontario yesterday at 200,000, the Rev. Dr. A. S. Grant, secretary of the Ontario referendum committee today announced immediate steps toward procuring measures against the manufacture of intoxicating liquors in the entire dominion.

Dr. Grant expressed the opinion that the manufacture, sale or importation of liquor will be prohibited throughout Canada within five years.

KIDNAP WRONG GIRL, APOLOGIZE FOR ACT

TACOMA, April 19.—Veda Brown, 13, was seized on the streets last evening, gagged, bound and spirited away in an automobile. The two kidnapers drove the girl to Camp Lewis, where they discovered she was not the one wanted. They then drove her within a block of her home, apologizing for taking her, and disappeared. The girl was with the men four hours. She fainted on the doorstep of her home, but was unharmed.

AMERICAN MARATHON WON BY FRANK ZUNA IN RECORD TIME 2 HRS., 18 MIN.

BOSTON, April 19.—The American marathon, carrying virtually the road racing championship of the country at 25 miles, was won today by Frank Zuna of Newark, N. J. He made a new record for the event, his time being two hours, 18 minutes 3-5 seconds.

The previous record was 2 hours, 21 minutes 18 1/2 seconds, made in 1911 by Mike Ryan of New York. Zuna was fresh as a daisy after the long hike.

U. S. SENATE WILL PROBE RAILROADS

General Investigation of R. R. Situation Ordered on Motion of Senator Cummings—Chicago Hearing Brings Out View of Railroad Managers—Wages Too High Is Claim

WASHINGTON, April 19.—A general investigation of the railroad situation was ordered today by the senate. A resolution offered by Chairman Cummings of the inter-state commerce committee was adopted without debate or division.

Senator Cummings plans to begin the inquiry about May 1 with railroad executives as the first witnesses. His committee is authorized by the resolution to investigate railroad maintenance costs, efficiency of operation, reduction of traffic and the best way to effect reduction of freight and passenger rates.

CHICAGO, April 19.—Testimony by Chicago witnesses today that the roads are discriminated against and robbed of their freedom in having to pay higher wages for unskilled labor than is paid in other industries, were before the railroad labor board today.

The railroad testimony came in the formal presentation of the evidence in the consolidated hearing of the requests of 28 roads for lower wages.

High M. Shaw, counsel for the Chicago Great Western, which recently proposed 20 per cent reduction for skilled labor and the placing of unskilled labor on a wage par with similar workers in other industries testified that the roads now were forced to pay their unskilled employees 24 per cent higher wages than were paid in other industries.

"What do you want to pay unskilled labor?" asked B. M. Jewell of the labor side.

"Thirty to thirty-five cents an hour," answered Mr. Shaw. "Well, assuming a man is paid 40 cents an hour," said Mr. Jewell, "working eight hours a day, 26 days, he would get \$11.60 a month. Statistics show that food takes up 33.2 per cent of the wages of the head of a family of five, that would be \$1.15 a day. Can you buy fifteen meals for that?"

Payrolls Doubled. H. A. Sargent, counsel for the Chicago and Northwestern cited financial statements showing that war time government operation of the lines had doubled the payrolls.

"With the heaviest business done in years, we had just \$600,000 out of the years operation to meet interest and surplus," Mr. Sargent said.

"We're not earning operating expenses and no industry can live under such conditions."

The Northwestern presentation was concurred in by the Northern Pacific, Great Northern and Union Pacific, all of which operate in the same territory.

Representatives of roads running into the far west and southwest testified at the afternoon session.

J. L. Coleman, counsel for the Atchison, Topeka and Santa Fe presented comparative wage statistics and cost of living data.

G. S. Walde, vice-president, and general manager of the Southern Pacific outlined the situation around the western rim of the United States from Portland, Ore., to New Orleans, via San Francisco and Los Angeles.

"The present rates came into being under abnormal conditions and are out of harmony," he said.

Cost Conditions Cited. "In this section the unskilled laborers are mostly negroes and Mexicans who are furnished with food and houses as well as their high wages. They do not in any way need the pay they get and they can't get anywhere near the present wage in any other work."

"In addition the wages have increased from 117 to 184 per cent since 1917 and the cost of living has not increased that much."

A. M. Burt, assistant to the vice

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2 SEATTLE BOYS IN IRONS ESCAPE FROM S. P. TRAIN NEAR DUNSMUIR CAL.

PORTLAND, Ore., April 19.—James Minor and Harry Hoffee, Seattle boys, 16 years of age, escaped from a train between Dunsmuir and Siskiyou, California, after having been put to bed handcuffed and leg-ironed, according to a message today to United States Marshal George F. Alexander from Deputy Marshal W. S. Bassett of Los Angeles, who was bringing the boys to Portland from Los Angeles, where they were reported caught in an attempted burglary.

The boys escaped with two others from the juvenile ward of the jail here March 1, by kicking through the plaster of a thin wall and making their way over the roof of the building. They had been arrested here on the charge of bringing a stolen automobile from Seattle. The next heard from them was the news of their arrest at Los Angeles, where they were reported caught in an attempted burglary.