

The Weather

Prediction Cloudy
Maximum yesterday 83
Minimum today 5.3

MEDFORD MAIL TRIBUNE

Weather Year Ago

Maximum 92
Minimum 46

Daily—Eighteenth Year.
Weekly—Fifty-Third Year.

MEDFORD, OREGON, WEDNESDAY, MAY, 16, 1923

NO. 47

REPORT FOREIGN HOSTAGES MURDERED

HURL THREE HOSTAGES TO THEIR DEATH

Unconfirmed Report From Shanghai Declares Chinese Bandits Serve a Ghastly Warning to Authorities By Murdering Three Captives—Little Hope of Rescue.

SHANGHAI, May 16.—(By the Associated Press.)—With an unconfirmed report received here this morning from Lincheng that three of the Chinese captives held by the Suichow train bandits had been hurled to their death over a precipitous cliff in the Shantung mountains as a warning to the authorities, further word of the negotiations for the release of the foreign captives was awaited anxiously.

The Lincheng report said the Chinese victims were killed instantly. The alleged murders were said to have been intended to impress on the Chinese government and the foreign diplomatic corps that the bandits meant what they said when they announced that all the prisoners would be slain unless the bandits' terms were complied with. The period of the ultimatum sent out Sunday by the bandit chieftain, granting three days, was believed to have expired either last night or some time today.

Leaders of the bandits are said to have met emissaries yesterday afternoon at Dragon Paw cliff, ten miles north of Tsao Chwang. Counter proposals were discussed and it is believed that the outlaws' final decision was forwarded today.

Demand Recognition

The demands emphasize, as a basic requirement, that the foreign diplomats guarantee the bandits against reprisals from Chinese or foreign sources, and also that the diplomats pledge the carrying out of the general terms. These terms do not mention ransom, but require the formation of the bandit force, numbering 8000 into two brigades, with Sun Meijian, one of the bandit leaders, appointed brigade commander. The Chinese government also is ordered to send the bandit stronghold full supplies of ammunition, this is to be preceded by the withdrawal of all pursuing troops.

Chevalier Munso, a prominent Italian attorney, one of the captives, is reported in a desperate plight from illness.

Another Raid Planned

SHANGHAI, May 16.—(By the Associated Press.)—The strong force of bandits entrenched in the hills back of Lincheng, where they are holding their prisoners, are contemplating a possible attempt to kidnap parties of foreigners at Tsao Chwang who have been negotiating for the release of the prisoners captured on the Shanghai-Peking express May 6, according to advices brought here today from Lincheng.

Schurman Discouraged

WASHINGTON, May 16.—Minister Schurman reported to the state department today that no progress was being made in negotiations between the Chinese authorities and the bandit leaders for the release of Americans and other foreigners held captive in Shantung. The minister said there were indications that the negotiations might drag on indefinitely.

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PRUNE GROWERS OF OREGON FORM A BIG MARKETING ORGANIZATION

PORTLAND, Ore., May 16.—Steps were taken here yesterday by representatives of Oregon and southwest Washington prune growing organizations to merge all the units into one major organization for marketing of the crop. A committee to map out a plan of federation was nominated and it will report within the next two weeks, it was announced.

The committee consists of M. J. Newhouse of the Oregon Growers' as-

Recommend Award Government Work Crater Lake Road

PORTLAND, Ore., May 16.—Bids on nearly \$500,000 worth of road work in the states of Oregon and Washington were opened yesterday at the office of the United States bureau of public roads. Only one bid was recommended for award. This involved 8.7 miles of surfacing work on the Medford-Crater Lake road.

This award is for the road between Union Creek and the National Park boundary line. It is estimated that the work will cost \$100,000, and it is understood that work will start at once.

UPTON SINCLAIR IS HELD IN JAIL AS A SUSPECT

Famous Novelist and Red Sympathizer Arrested in Raid Near Los Angeles for Violating Ordinance Against I. W. W. Assemblage.

LOS ANGELES, May 16.—Upton Sinclair, novelist and socialist, is under arrest by Los Angeles police on charges of unlawful assembly and suspicion of criminal syndicalism. It was announced here today by Chief of Police Louis D. Oaks. Oaks appeared at the police headquarters to-



UPTON SINCLAIR

day after having taken Sinclair and three others into custody at San Pedro last night, but gave no intimation as to where the arrested men were taken.

Later the chief said the prisoners were being held in San Pedro, but declined to say whether they were in jail.

"Sinclair will be brought to Los Angeles about one o'clock this afternoon," Chief Oaks said. "In the meantime I shall confer with the district attorney's office concerning the charges against the men."

Shortly after 10 a. m., it was announced at the chief's office that Sinclair was being held in the jail of the Wilmington branch of the city jail near San Pedro.

"I will not permit anyone to see the prisoners until they are brought here at one o'clock," the chief said.

The chief gave out a statement in which he said Sinclair was arrested while violating a city ordinance regulating public assemblage.

association; J. O. Holt of Eugene; W. L. Taylor, Butte Falls; L. F. Russell of the Washington Growers association; W. S. Allen, Dundee; M. B. Green, Roseburg, and Matt Corrigan, McMinnville.

Under the plans as discussed today the pack will be standardized and put out under one brand. It was stated that 16,000,000 pounds of prunes from Oregon's last crop yet remain to be sold.

G. J. GOULD DIES AFTER LONG FIGHT

Well Known American Financier Stricken With Pneumonia March 20th Finally Succumbs—Reported Out of Danger, But Suffered Relapse—Sketch of Career.

MENTONE, France, May 16.—(By Associated Press.) George Jay Gould, the American financier, who has been ill at Cap Martin, near here, for some time, died at three o'clock this morning.

Mr. Gould was stricken with pneumonia at his villa on March 20. For days his condition was critical but he finally rallied and was said to be out of danger. Three weeks later, however, he suffered a relapse and on May 1 took a turn for the worse.

The end came peacefully. Mr. Gould's wife and two children were at his bedside.

Sketch of Career

George Jay Gould, financier and railroad man, succeeded to the leadership of the famous Gould family upon the death of his father, Jay Gould, December 2, 1892.

In addition to assuming responsibility, as trustee and executor, for the \$50,000,000 estate left by his father, he carried on and expanded the great railroad holdings of the latter, and within a few years, during which he applied the lessons learned from the elder Gould, he became one of America's foremost railroad financiers. The 6000 miles of road left by Jay Gould grew into more than 20,000 miles under the management of his son, while the many investments in other huge enterprises, including the Western Union Telegraph company, also were largely managed by the principal heir.

George Jay Gould was born in New York City February 6, 1864, the sixth in line of descent from Major Nathan Gould, old gold, the original ancestor, who came from the south of England in 1646 and settled in Fairfield, Conn. While many of Nathan Gould's descendants attained eminence in colonial affairs and through service in the Revolutionary War, it remained for Jay Gould to become the first financier.

Fortune Made in 1860

The Gould family fortune dates from 1860, when Jay Gould, a partner in his father's hardware store in Delaware county, New York, bought for ten cents on the dollar a controlling interest in the Rutland and Washington railroad, a little bankrupt line running between Troy, New York, and Rutland, Vt. Young Gould, in addition to selling hardware, had studied surveying in his spare time, and took an interest in railroad building as a result of these studies.

Two years after purchasing the road Jay Gould had succeeded in extricating it from financial difficulties, whereupon he sold at 120 the interest originally acquired at ten. This was the first feat of that generalship which, over and over in later life, made him the foremost railroad developer of his time.

George Jay Gould, even when quite young, showed an inclination to follow in the footsteps of his father. He received a thorough education from private instructors, and subsequently entered Columbia university, but was not graduated.

After a tour of Europe, he became a clerk in the Western Union office, where he developed such an aptitude for detail that he soon became the assistant of his father. George Gould was at his desk ten hours a day, and often remained long into the night, learning the business which, when he became its vice-president a few years later, operated more than a million miles of telegraph wire.

Fight With Morgan

This apprenticeship prepared him for the responsibility devolving upon him when Jay Gould died. Soon after he obtained full charge of his father's interests, he called upon J. Pierpont Morgan in regard to the purchase of the New York and Northern railway by the Manhattan Elevated road. Something "was said which angered Mr. Gould, and he vowed never to enter the Morgan offices again.

Fearing, however, that he had made a powerful enemy, he determined to neutralize its effects by an alliance

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George Jay Gould Who Died in Mentone, France, This Morning



The photograph above shows Mr. and Mrs. George Jay Gould—the latter on a hunting trip during their honeymoon.

MAP MARKING AIR MAN MAY STOP MEDFORD

PORTLAND, Ore., May 16.—Captain William E. Lynd, United States army air service, who left Kelly field, Texas, May 5, to map air currents and study flying conditions in the triangle roughly bounded by lines between Texas, Portland and San Diego, Cal., arrived here late yesterday afternoon after a six hour flight from Burns, Ore. Lynd's arrival was unheralded yesterday, but at a hotel here this morning he told of his trip from Burns. He left at 8:45 today for San Francisco. He may make one stop en route, possibly at Medford.

The flight yesterday should have taken about two hours, but instead Lynd and his companion, Master Sergeant J. E. English, were in the air about six hours. At Princetonville Lynd made a landing because he could not keep up his speed and dodge pine trees if he stayed below the clouds.

Efforts to follow a compass route from Burns to Portland brought Lynd's plane somewhere in the mountains. The canyon continued to narrow. There was not room to turn around, so Lynd turned the nose of his craft straight up into a pelted rain and snow storm and climbed out of the canyon.

Lakes were frozen over in the upper Cascades, snow was falling and a strong west wind was blowing against the plane, Lynd said.

The flight of the "48," part of the work of the air service in charting air currents, landing fields and supply depots, is the first ever made by a plane of this type over the territory covered.

Lynd feels at home in Oregon, as he formerly lived at Klamath Falls.

Dancer Indicted Again

NEW YORK, May 16.—Evan Hurrows Fontaine, dancer and her mother Mrs. Florence A. Fontaine, were indicted by the Rockland county grand jury today for perjury in connection with Miss Fontaine's \$1,000,000 breach of promise suit against Cornelius Vanderbilt Whitney.

Cold in Nebraska

OMAHA, Neb., May 16.—Unseasonable low temperature in Nebraska today were reported by the local weather bureau, with the lowest, 27, at Culbertson. Fears for damage to fruit crops were expressed.

Oregon Grafter Is Caught in Dakota By Radio Message

MINNEAPOLIS, May 16.—Information sent out by radio from here by the Minnesota Bankers' association brought its first result today with the detention at Spearfish, S. D., of a man said to answer the description of a man sought by the association. A man giving the name of A. Files, driving a sport model machine with an Oregon license, is alleged to have attempted to pass bad checks at Little Falls and Breckenridge, Minn.

PORTLAND, Ore., May 16.—According to the local office of a national detective agency, Files is wanted at Kelo, Wash., on a charge of passing a worthless check in a store.

CLAIM WIFE OF RICHARD CROKER WAS A BIGAMIST

Sensational Charge Is Made Against Mrs. Croker By the Daughter of Late Tammany Chieftain—Dublin Court Recognizes Claim.

DUBLIN, May 16.—(By the Associated Press.)—The allegation that Mrs. Bula Croker was already married when she went through the marriage ceremony with the late Richard Croker, Tammany hall chieftain, was made in the court of appeal here today on behalf of Mrs. Ethel C. White of Cedarhurst, N. Y., in connection with the litigation over the Croker will.

Mrs. White is a daughter of the late Mr. Croker. The court action today was in the form of a hearing of her appeal from the decision of Justice Dodd refusing her the right to plead in the case brought against Mrs. Croker by Richard Croker, Jr.

William Jellett, Mrs. White's attorney, said evidence had come to light since Justice Dodd made his decision which could be utilized only if his client were allowed to plead. The plea, he added, would be one of fraud.

Questioned in regard to the nature of the alleged fraud, Jellett replied that it would be charged that "at the time Mrs. Bula Croker went through the ceremony of marriage with the late Richard Croker, she was the wife of another man and that she concealed that fact from Croker at the time and down to the day of his death."

"A further plea will be that by making false representations to the deceased, she raised a prejudice in his mind against his children."

Sergeant Hanna, for Mrs. Croker, said this was part of a campaign of

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HARDING STARTS TO SMASH RUM FLEET: EIGHT WARRANTS ISSUED

UNIONTOWN, Pa., May 16.—Charles W. Johnson and Alfred Ernest Corns, for whom warrants have been issued in New York in connection with Atlantic coast rum running, were well known business men of Uniontown until a year ago. Johnson was president of the company which owns the Uniontown Automobile speedway and Corns was secretary and treasurer.

After the speedway was abandoned, Johnson, who was also interested in the New Salem Brewing company at New Salem, Pa., was charged with violating the Volstead act.

NEW YORK, May 16.—(By the Associated Press.)—The government, which announced yesterday plans to smash a rum ring alleged to be operating liquor fleets from Miami to Boston, today obtained eight federal warrants charging conspiracy to violate the Volstead act and defraud the government of customs duties. More warrants, it was announced, will be sought.

HARDING IS FIRMLY FOR PROH LAW

President in Letter to N. Y. Resident Regarding Anti-Dry Measure, Sees Trouble if Bill Is Signed—Compares the Liquor Industry With Slavery.

NEWBURGH, N. Y., May 16.—Repeal of state prohibition enforcement statutes would be likely to result in "more or less conflict between state and federal authorities," in the opinion of the president were expressed in a letter to Wesley Wait, of this city, made public today. A bill passed by the legislature repealing the act is awaiting action by Governor Smith.

Mr. Wait wrote to the president, urging that if Governor Smith should sign the bill congress be convened and that the governor and the members of the legislature who voted for the bill be suspended.

"Every state official who voted for this bill is subject to the law of treason, having taken the oath to sustain the constitution of the United States," Mr. Wait's letter said.

In reply President Harding wrote: "Pending the approval of the Culliver bill by Governor Smith, this matter is hardly to be regarded as having reached the stage where any federal authority is called upon for determination of national policies. With much of what you say I am fully in accord."

Mr. Lincoln said at the time when slavery was still a recognized, established and accepted institution throughout part of the union, that the nation could not exist half slave and half free. The expression has been accepted ever since as presenting the obvious and conclusive logic of the situation which then confronted the union. Certainly it would have been still more impressive if there had been at that time a constitutional provision against slavery as there is now a constitutional provision against the liquor traffic.

The Law of the Land.

"The nation has deliberately, after many years of consideration, adopted the present policy which is written into the eighteenth amendment. It is the law of the land and of every state within the union. So long as it remains the national policy there can be only one course for the national government to pursue, that is to use every means to make effective the law passed in compliance with this constitutional mandate. To do this will be the unquestioning policy of the present administration and I may add that I am firmly convinced that it must be the policy of other administrations that shall come hereafter."

"The executive of the states are sworn to enforce the constitution. It is difficult to believe that public approval will be given to any other than a policy of fully and literally discharging this duty. It does not seem fitting, however, to enter upon a discussion of a situation which has not yet arisen. It will be obvious that many complex and extremely difficult situations must arise if any of the states shall decline to assume

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One of the warrants was issued for Alfred Ernest Corns of Uniontown, Pa., alleged to be the supercargo of the British steamer Yangtong, which put into this port yesterday out of food and fuel. It was from the captain and crew of the Yangtong that United States Attorney Hayward's office claimed to have learned of the manner in which the rum fleets were operated.

St. Johns, N. B., May 16.—Despite reports from New York that the United States government is waging vigorous war on rum fleets off the Atlantic seaboard, the liquor trade is picking up briskly, now that the worst of the spring storms are believed to have passed. Rum schooners, reported to be heading for the Jersey three mile limit, are putting out almost daily.

Three schooners, exceptionally heavily loaded, have cleared this week.