

REBEL ARMY NOW MARCHING TO AGUASCALIENTES

VILLA WILL LOSE NO TIME IN ATTACK

Federal Officers Executed at Sunrise by the Rebels—This Afternoon others will be killed—Despite the Torn Up Rails and Burned Bridges, Villa is Going Overland to Continue the Fight.

By N. C. PARKE Staff Correspondent

JAUREZ, June 26.—General Villa this morning began the moving of his

entire army toward Aguascalientes, where the federal forces are massing for their next stand against the invaders. He plans a march of seventy-five miles, and expects to attack the city in a few days. Villa's cavalry is pursuing the fleeing remnants of General Barron's command. This is rushing in a disorderly mass toward Aguascalientes, and wrecking the railroad and burning bridges as they go.

The constitutionalists state that Barron has less than 2,000 men left in his command.

Some of the officials here do not think that the Huerta troops will defend Aguascalientes. They say the federales prefer to make their last stand at Queretaro, an almost impregnable natural fortification.

Villa plans to carry the fight into Mexico City as quickly as possible.

Before he left the state today he named General Natera as military governor of Zacatecas.

Fifty-seven officers and federal regulars were executed at sunrise. Many

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CHAFLIN SMALLER STORES TO OPEN

ACCORDING TO GOTHAM FINANCIERS, ONLY A TEMPORARY HITCH OF A FEW DAYS WILL BE NOTED.

United Press Service

NEW YORK, June 26.—Financiers are confident that most of the Chafin subsidiaries will continue business without more than a temporary hitch. Chafin will arrange quickly to pay fully the obligations.

John Chafin's fortune will be at the disposal of the reorganizers, and the company's officers predict that the firm will be stronger than ever.

It is believed that the forty thousand employees of the Chafin stores will be idle only a few days. F. C. McElroy is expected to be named as additional receiver.

HOKE CANNERY TO START SOON

MEDFORD'S NEW INDUSTRY TO BE IN OPERATION WITHIN A WEEK OR TEN DAYS AT THE LATEST

MEDFORD, June 26.—Active operation of the new R. D. Hoke cannery will begin in a week or ten days, and the first canning will be Oregon loganberries, according to an announcement made by R. D. Hoke. Between twenty and twenty-five will be employed at first.

After the loganberry crop will come beans and tomatoes, acreage being signed up for these two products.

Practically all of the machinery has been installed, with the exception of the boiler.

Here for the Rodeo

D. M. McLemore, a well known stockman, came in last night from California, where he was called last week to dispose of some cattle. He expects to remain until after the Elks' Rodeo.

BENSON, McNARY AGREE ON THE VOTE RECOUNT

CIRCUIT JUDGE WILL WITNESS THE CANVASS

Rival Candidates for Justice of the Supreme Court Nomination Decide That Certain Precincts in Multnomah County and Three in Marion County Shall Be Re-Canvassed to Settle Apparent Tie.

United Press Service

SALEM, June 26.—Circuit Judge Henry L. Benson of Klamath Falls and Justice Charles McNary today agreed to a stipulation, providing that the tally sheets of certain precincts in Multnomah county and three precincts in Marion county be re-canvassed.

This means that the votes cast May 15th at the republican primaries in these precincts will be recounted.

The counts will all be made in the presence of a circuit judge, and this, it is expected, will decide who is the nominee, a question that has been in doubt for about five weeks.

FORT WILL HAVE SOME BIG TIME

RACES, CONTESTS, STREET CARNIVAL, DANCES, BOXING AND WRESTLING ARE ALL ON THE PROGRAM

(Herald Special Service)

FORT KLAMATH, June 26.—Things are going to just tear loose in the Wood River Valley Monday, and for four days there will be joy unconfined. The "Big July Time" starts then, and already the town is being put in shape for the reception of the many guests expected.

From all accounts, it will be SOME time. At the end of it the Wood River Valley people, with their best riders and worst horses will flock to Klamath Falls, to try to take all the prizes at the Elks Rodeo.

Miss Ida Brewer has been elected as queen of the carnival, and for the four days of her reign there will be a gala time. A merry-go-round has been put up, and there will be many amusement features of this character.

A few of the prizes to be awarded follow:

Bucking contest, \$100; wild horse race, \$10 each day; best bucking horse, \$25; fancy roping, \$5 each day; bulldogging, \$10 each day; bull-riding, \$40; horse races, \$200; automobile barrel race, \$15 each day; three-mile automobile race, \$50; motorcycle race, \$10; Indian war dance, \$25; foot races, 8 to 20 years, \$40; greased pole, \$5 each day; greased pig, \$2.50 each day.

There will be pony, saddle horse and running races. For the horses entered two or more times and not getting in on the money, there will be consolation purses awarded Thursday.

The Klamath Indians, several hundred strong, are already going into camp here. They will give war dances during the show, and will also compete in all of the events. There will be a tug of war between mounted teams of Indians and whites.

Every night, there will be a big dance. Every day there will be a balloon ascension and parachute drop. Fast baseball is assured by the fact that Prineville, Sican, Fort Klamath, Klamath Agency and perhaps Klamath Falls will all try for the \$200 purse.

A big new dance platform has been built at the grounds where the carnival will hold sway.

In addition to the other events, there will be a program of boxing and wrestling bouts Wednesday afternoon. Johnnie Copeland of the Fort and Kid Jesse of Butte will be the main event, and there will be several other fast ones on the card.

Crack German Liner in Collision



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The North German Lloyd steamship Kaiser Wilhelm II, which left Southampton by way of Cherbourg for New York, was in collision in a dense fog with the steel steamer Incomore, a coaster, and was so badly damaged that her commander ran her back for repairs. The collision occurred in the English channel. Thick weather prevailed all day, and the fog was very heavy and low off shore. The Kaiser Wilhelm II, bound out, and the Incomore, bound in, were following courses that brought them close together soon after the big passenger vessel got straightened out in the channel. The Kaiser Wilhelm II is one of the crack vessels of the North German Lloyd. She was built in 1902, and when she was launched held the record for size. Her trial trips showed that she was possessed of remarkable speed, and for some time she had the reputation of being the fastest boat in the trans-Atlantic service. She held the records for east and west bound passages until the Lusitania stole her honors. She is 654 feet long, 72 feet wide and forty feet deep, and is appointed luxuriously. She registers 19,361 gross tons. Captain R. Dahl is her commander.

ANOTHER SILVER MEDAL CONTEST

THIS WILL BE HELD SUNDAY AFTERNOON AT SAINT CLOUD, COMMODORE NOSLER'S UNIQUE DOMICILE

Two more silver medal contests are to be held by the Women's Christian Temperance Union within the next two days. These are declamation contests, and the young lady winning is awarded a silver medal. When there are sufficient silver medal winners a contest will be held for a gold medal.

This evening a contest will be held at Round Lake. Sunday afternoon a contest will be held at Saint Cloud, the residence of Commodore Alex Nosler, this side of Shippington. The contest will begin at 3 o'clock, and the public is invited.

GARRETT NOW A "MIDSHIPMANITE"

TELEGRAM FROM ANNAPOLIS ANNOUNCES THAT KLAMATH BOY PASSED ENTRANCE EXAMINATIONS AT ACADEMY

According to a telegram received today by his father, J. H. Garrett, of the Garrett Construction company, Stirling Garrett passed successfully the entrance examinations at the United States naval academy at Annapolis, Md. He is now enrolled as a midshipman, and has commenced his studies to become a naval officer.

RIDING ON PASS CANNOT RECOVER

THE FEDERAL SUPREME COURT RULES THAT THOSE USING FREE TRANSPORTATION CAN'T GET DAMAGES

WASHINGTON, D. C., June 26.—Railroads are not liable for injury to interstate employes or their families riding on passes, which contain stipulations that the passenger assumes all risk while being so transported.

The supreme court has decided and held that a pass is not to be regarded as part of the compensation for which the employe works, but is in reality free and subject to any conditions the railroad may impose.

U. S. ATTORNEY IS COMING SOON

OLIVER P. MORTON EXPECTED FROM PORTLAND TO TAKE UP ANKENY DITCH AND OTHER MATTERS

Promise of further effort toward the abandonment and filling in of the Ankeny ditch is contained in the announcement that Oliver P. Morton, legal adviser of the Pacific division of the reclamation service, is expected here soon.

The matter of closing the canal was taken up with I. D. O'Donnell of the reclamation commission by the Chamber of Commerce last week. At that time he asked numerous questions, and when leaving stated that he would consult with Mr. Morton at Portland, regarding the matter.

BUTTE SENDS OUT CALL FOR HELP

MONTANA'S GOVERNOR APPEALS TO PRESIDENT FOR TRANSFER OF REGULARS TO THAT CITY TO PREVENT DISORDER

United Press Service

BUTTE, Mont., June 26.—The governor today wired President Wilson, asking for the transfer of regulars from Vancouver, Washington, to this city.

President Meyer of the Western Federation of Miners is still at Helena, and is being guarded. He still maintains that he will return to Butte and re-organize the miners. The city officials say that if he takes this step that the rioting will break out anew, and troops will be necessary.

UP TO JAPAN TO HOLLER IF HURT

NATIONAL OFFICIALS HOLD THAT STATE RIGHTS ARE SUPREME. MATTER MAY BE SUBMITTED TO THE HAGUE CONFERENCE

United Press Service

WASHINGTON, D. C., June 26.—America has done all she can do to settle the California anti-alien land bill dispute. If Japan is still dissatisfied the Nipponese can reopen negotiations.

Officials today admit that America considers it a point that the government cannot interfere with the state's right to legislate. This bars future procedure.

It is expected that later Japan will ask that the matter be submitted to The Hague tribunal.

COURTHOUSE FLAG POLE IS SECURED

IS NOW ON THE WAY TO KLAMATH FALLS FROM THE UPPER LAKE—WILL BE RAISED NEXT WEEK

Instead of being draped on the front door of the court house, the Stars and Stripes will hereafter be displayed in the court house yard from the top of a 75-foot flagpole. A pole for this purpose is now on its way down the lake, and will be erected next week in time for a flag-raising on the Fourth.

The new flag pole is the result of the patriotic activity of Sheriff Loff. Feeling the need of one at the court yard, he circulated a subscription list and quickly raised the necessary funds.

Cars Can Run to the Rim of Crater Lake

"Automobiles can now run to the rim of Crater Lake by the Sand Creek Pinnacles route, although it will be about the 10th of July before they can run to the rim by the Anna Creek route," says George E. Goodwin, corps of engineers, who is in charge of the government highway construction in Crater Lake National Park.

Mr. Goodwin left this morning for the park, after attending to business matters here.

There are 160 men employed in road construction work, according to Mr. Goodwin. The road camp at Wildcat has completed three miles of road

HISTORIC SALEM, MASS., SWEEP BY FIRE; HEAVY LOSS

THOUSANDS ARE HOMELESS AS A RESULT

Buildings That Have Stood Since the Colonial Days, and the Manufacturing District Are Burned—Fire Still Raging, But Its Progress Is Believed Checked—Town Under Martial Law Today.

United Press Service

SALEM, Mass., June 26.—Nearly half of the city is burned to the ground and seven people are known to be dead as the result of the fire which broke out yesterday evening. The loss will reach a quarter of a billion.

The whole manufacturing district is a mass of ruins. Hundreds of houses, dating back to colonial times, were swept away, and at least 10,000 are homeless.

The fire is still raging, but it has been checked to a two mile swath, already devastated. The pressure has been restored to the water supply, and unless the wind shifts the fire will burn itself out today.

The city has been placed under martial law. The Eighteenth regiment, 1,000 strong, has been assigned to patrol duty, with orders to shoot any looters.

Dire confusion reigns. Thousands of homeless people, paupered by the fire, did not sleep last night, but walked about seeking relatives and friends.

A vivid mass, doggedly determined, is at work removing and saving property. The streets are jammed with cars, autos, baby carriages and all sorts of conveyances, used in the salvage work.

Already it has surpassed the Chelsea disaster of 1908.

Among the buildings destroyed was the birthplace of Nathaniel Hawthorne, one of the city's most famous landmarks, which was built even before the witchcraft days. "The House of the Seven Gables" was saved.

WASHINGTON, D. C., June 26.—President Wilson wired Governor Walsh at Boston, tendering sympathies, and inquiring whether the government could help.

The birthplace of Nathaniel Hawthorne was saved, as was the "House of Seven Gables," which gave the title to Hawthorne's world-famed novel, were saved.

Trains Delayed. Owing to a heavy rain in California causing a washout in the vicinity of Kennett, traffic was delayed Thursday on the main line. As a result the passenger train was a few hours late last night.

For the Russian government railways some huge purchases are to be made—17,000 freight cars, 1,400 passenger cars and 700 refrigerator cars.

No Prospect for an Afternoon Passenger

According to letters received from railroad officials by Secretary Lewis Wyde of the Klamath Chamber of Commerce, there is not much chance of the afternoon passenger service to Weed being resumed. At the direction of the Chamber of Commerce, Wyde wrote to Charles S. Fee, passenger traffic manager, and James O'Gara, district freight and passenger manager, asking if there was a possibility of the service being resumed, and pointing out the four hour delay at Weed for travelers between California points and Klamath Falls.

The reply of Fee follows:

"Continued falling off in our earnings made it necessary that we do on the Weed branch what we have done on nearly every other portion of the system, namely, reduce our train service to fit the revenue derived, which was accomplished by the withdrawal of trains Nos. 41 and 42. With only one train on the branch it was impossible to afford close connection with trains both from points north and south of Weed. All things considered, it was deemed advisable to maintain close connection with trains to and from the north. To compensate for the lay-over to passengers from Weed to points south, we decided to continue to run the Oakland-Klamath Falls sleeper. Although it was used by very few passengers it afforded a desirable place in which to

spend the time necessary at Weed, and in spite of its low earnings the service has been maintained.

"We sincerely trust that conditions will soon warrant the resumption of additional service on the branch, as you can readily realize that we are only too glad to furnish any service that the public indicates by its patronage is needed or desired."

The following is the reply sent by Mr. O'Gara:

"Beg to advise that while we have realized that there is a considerable lay-over necessary at Weed, we have been hoping that our business in that territory would justify our increasing the train service to eliminate such a lay-over, but as there does not seem to be any increase in our travel upon our line, the train now operating is not carrying as many passengers as it did last year, when there was an additional train, the earnings being so low that we cannot justify ourselves in asking for an increase in service."

"We have cut down train service in so many different localities where it did not pay that we cannot see our way clear at this time to increase the service on the Klamath Falls branch. With Pullman service and the highest class of equipment that the train now running has, we must say that the Klamath Falls branch has the finest local passenger train there is on our system, and I regret that the earnings of the train is not up to what it should be."