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KLAMATH FALLS, OREGON, FRIDAY, NOVEMBER 17, 1916

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SAYS CONGRESS HAS RIGHT TO ADJUST WAGES

FATHER OF ADAMSON LAW OPPOSES IT IN SPEECH

Judge Adamson Says Congress May Prescribe Both Hours and Wages of All Men Engaged in Interstate Commerce—President of Wisconsin University Declares Brotherhoods May "Holdup" Congress.

United Press Service

WASHINGTON, D. C., Nov. 17.—"Congress has an undoubted right to, under the constitution, to prescribe both hours and wages for all interstate commerce workers, as well as for railroad employees," said Judge Adamson, father of the law, when speaking today before the Chamber of Commerce of America, at a meeting called to discuss the law.

"If two classes of railroad men fight, congress will fix their rights and duties in the interest of the people."

"The railroad brotherhoods must not be permitted to hold up the American people at the point of a pistol, and demand, 'We must receive what we want or 100,000,000 people will be subjected to enormous losses and sufferings.'"

President Van Hise advocated a law preventing lockouts and strikes, and said government regulation of wages is inevitable.

Judge Adamson said he was opposed to government ownership of railroads.

President Van Hise, of the University of Wisconsin, predicted that the brotherhoods will "holdup" the next congress if they are successful in the pending litigation over the Adamson law.

Chairman George Goethals, Panama Canal builder, of the committee investigating the application of the Adamson law, said that granting the appeals of the railroads is only a temporary block in the investigation.

Bryan at Dry Meet

United Press Service

INDIANAPOLIS, Nov. 17.—William Jennings Bryan, of grape juice fame, and Anthony J. Caminetti, commissioner general of the Immigration Bureau at Washington, are the stellar performers on the program for the annual meeting of the National Women's Christian Temperance Union, which opened here today.

The chief work to come before the meeting will be a discussion of ways and means to keep up the bombardment on congress in favor of a national prohibition enactment.

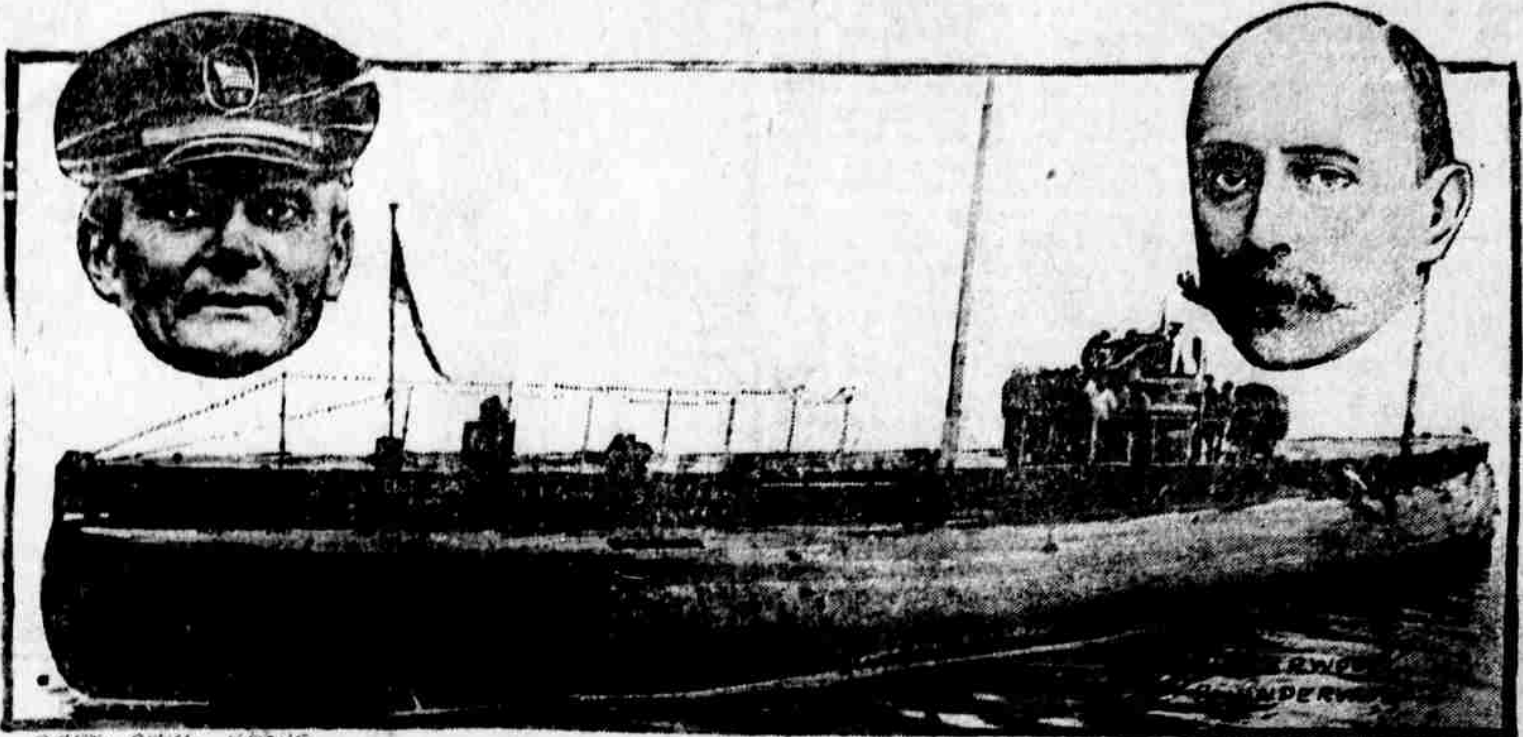
The opening address was made today by Miss Anna A. Gordon, of Evanston, Ill., national president.

where women vote. Both parties throughout the campaign devoted great effort to trying to prove to the women voters their devotion to the enfranchisement of women. When the two great national parties vie with each other in proclaiming their enthusiasm for suffrage for women we feel assured that the passage of the suffrage amendment by congress is near at hand.

"More than a third and nearly a half of the total electoral vote cast in the suffrage states went against President Wilson. The electoral vote cast by Illinois and Oregon would have gone to Mr. Wilson had he commanded the great women's vote in these states. He would almost cer-

tainly have won the election. It was one of the issues on which the election was fought in the twelve states

Deutschland Collides With Tug When She Makes Dash for the Ocean



CAPT. PAUL KONIG

ALFRED LOHMEYER

NEW LONDON, Conn., Nov. 17.—The German submarine merchantman Deutschland's attempted dash to sea this morning ended in a collision between the submarine and the tug T. A. Scott, causing the drowning of the captain and four of the crew of the tug.

The Deutschland is here again while workmen are ascertaining the damage sustained by her. She returned to the dock under her own power.

The collision occurred at the mouth of the Thames river, five miles from here, as the submarine was entering the ocean. There was a strong current at the mouth of the river.

The T. A. Scott and one of the Deutschland's escorting tugs attempted to cross in front of the submarine when the collision occurred. The Scott's side was split and she sank in three minutes.

ARMED SUBMARINE REPORTED TO BE SEEN

United Press Service

NEW LONDON, Nov. 17.—It is reported here that a strange armed submarine has been sighted through a snowstorm in Long Island Sound. Later it was reported to have disappeared. The theory that the vessel seen is the motorboat which tried to ram the Deutschland this morning is rejected.

BELIEVED STRIKE IS NOT PROBABLE

RAILROAD EMPLOYEES SAY WILSON WILL PROVIDE ANOTHER EIGHT-HOUR LAW IF ADAMSON BILL WILL NOT STAND.

United Press Service

CLEVELAND, Nov. 17.—Leaders of the railroad brotherhoods benefited by the Adamson law scout the possibility of a strike in January, as has been reported. They claimed here today that they are confident President Wilson will provide another eight-hour measure should the Adamson bill fail in the litigation started against it the last few days.

The brotherhoods apparently are willing to confer further with the railroads.

STRAHORN REVIEWS BEGINNING OF ROAD

Robert E. Strahorn this morning was resting easily at the White Pelican hotel when wholly by chance the Herald reporter saw him and stopped to say hello. The builder of the Oregon, California & Eastern was found in a reminiscent mood, but withal very enthusiastic over the prospects for the future in Central Oregon.

"Today is the first anniversary of our big Central Oregon Development league meeting at Bend, at which the Oregon, California & Eastern railway project was finally launched," he said.

"Men and women from all over Central Oregon and Northern California bucked snow and suffered all sorts of hardships on their long trips by auto and otherwise to express their sympathy and pledge their assistance. What appealed to me most deeply was that many who knew that our projected lines could not get within fifty or a hundred miles of their homes were there, and just as enthusiastic as those who lived along the lines and hoped for more direct benefits."

"At that meeting on the 17th of November, 1915, after a year of close inspection and preliminary engineering in the country to be affected, I for the first time declared my resolution to cast my fortunes with this great interior country if its citizens and Portland would stand by me. I stated that I believed the connection of the five lines which had halted at the edges of the territory was feasible from an engineering and construction standpoint at reasonable cost and on lines assuring light operating costs, through territory that would justify. That if the communities affected would make a supreme effort to develop their irrigation, drainage, lumbering and other interests to insure adequate traffic and would agree to furnish all rights-of-way and terminals and subscribe twenty-five per cent of the necessary capital I would proceed at my own expense to the organization of the railroad project, complete the engineering and do my utmost to raise the balance of the capital, which latter I believed I could do."

"In this short year we have made thousands of miles of preliminary surveys and have completed ready for construction the final surveys of about 600 miles, this including the Central Oregon system and the extension from Lakeview southward to a connection with the Southern Pacific and Western Pacific near Shast-

gun, Nevada. We have likewise secured rights-of-way over more than half of the total mileage and terminals at all important points but Klamath Falls. Other important help has been secured, the most important being that from this city, which is first to supply its quota of 25 per cent of cash required for construction."

"Meantime good progress has been made in securing the millions of dollars necessary to get from the outside. The whole Central Oregon and Northern California and Nevada country has been organized into a compact, aggressive and determined force, which, if held together and kept at work to the end, is just as sure to succeed as anything can be in human affairs. Meantime we have the respect and confidence of the outside business world everywhere, for we have gone at it in a serious, business-like way and repressed all boom methods."

"Thus do we make history more rapidly than we sometimes realize. Here's hoping that none may fall by the wayside, but stick to their knitting, keeping in mind all the while the great big game we are playing and the vast stake we have to win."

KLAMATH STOCK SENT TO MARKET

HOGS GO TO PORTLAND AND SACRAMENTO, CATTLE TO SACRAMENTO AND HORSES AND MULES TO WOODLAND.

Mules, horses, cattle and hogs made up the stock train loaded yesterday at Klamath Falls and Midland for the Portland and California markets.

John Sims shipped a carload of mules to Woodland, Cal., and F. C. Duncan shipped a carload of horses to the same place.

Fred Stukel sent out three carloads of cattle and one of hogs to Swanton & Son of Sacramento.

Louis Gerber shipped two carloads of fine hogs to the Hunt Commission Company of Portland.

West & Co. included in yesterday's stock special two carloads of hogs for the Portland market.

TWO MORE ROADS ATTACK ADAMSON RAILROAD BILL

United Press Service

BOSTON, Nov. 17.—The New Haven railroad today filed a suit attacking the constitutionality of the Adamson law.

United Press Service

KEOKUK, Kan., Nov. 17.—The Atchison and Topeka road today filed suit against the Adamson law.

ARBITRATION IS NOT ENDORSED

AMERICAN FEDERATION OF LABOR TAKES STAND AGAINST PLANS FOR COMPULSORY ARBITRATION OF DISPUTES.

United Press Service

BALTIMORE, Nov. 17.—Delegates to the annual convention of the American Federation of Labor today unanimously endorsed the executive council's report condemning proposed compulsory arbitration plans for industrial disputes, such as the Canadian Disputes Act.

In the interests of printers, a move was started today to have the federation assist the government in the probe of the high cost of paper.

GERMANS REPULSE ALLIES WITH BURIED ARTILLERY

By CARL W. ACKERMAN (United Press Staff Correspondent)

SOMEWHERE ON THE SOMME, Nov. 10 (Via Berlin and Wireless to Sayville, Nov. 13.)—Germany is defending the Somme with buried artillery.

In their assaults the French and British are attacking only the surface of the greatest fortifications in the world.

Germany built a surprise for the allies in her wonderful series of artillery-proof fortifications. These defenses are built so close, are dug so deep and cover such a wide area that the allies are today attacking with infantry, tanks and artillery, only the outskirts of a powerful system of underground forts.

SAYS PORTLAND MUST GIVE AID TO CRATER LAKE

SUPERINTENDENT OF NATIONAL PARKS TELLS OF NEEDS

Tells Portland Californians Are Ready With Money to Develop Scenic Lake as Tourist Resort—Intimates This Is Portland's and Oregon's Last Chance to Profit From Lake's Tourist Resources.

It's time for Portland's Big Ben to ring. And if the Oregon metropolis does not awaken from its slumbers when the alarm clock jingles, Californians are going to gobble the concessions at Crater Lake National Park. Bankers of the Golden State who have millions invested in Southern Oregon are anxious to give all, and more, that the government wants expended on hotels in the park surrounding our mysterious blue inland sea.

This is the cheerful message brought to Portland this morning by Stephen T. Mather, assistant to the secretary of the interior. Without frills—Mr. Mather has a delightful straight-from-the-shoulder style of oratory—he told officials of the Chamber of Commerce that \$200,000 should be expended by Oregon capitalists within a short time to make this national playground what it should be. The department of the interior will ask congress for \$100,000 additional for the improvements of the roads and trails throughout the park.

Portland has to get very busy in a very short time. Although he put a soft pedal on his answer to the question, "Is this Oregon's last chance to get the concessions?" Mr. Mather let it be understood that the government did not propose to allow such a beautiful place as Crater Lake Park to remain as the Indians left it. And the rich Southern developers are going to call on him when he reaches San Francisco in a few days and one of the first queries they will put will be:

"How about Crater lake?" Mr. Mather said that San Francisco people are going to spend \$200,000 to make Yosemite National Park a tourists' Mecca, while he thought the government would give at least \$150,000. But Mr. Mather is going to ask the Golden Gate to "double the ante," and he thinks they will gladly do so when he explains just what the additional \$200,000 will do for the playground.—Portland Telegram.

Cooks Here Sunday.

Bert Cook and wife, formerly Miss Hazel Barnes, are expected Sunday from Idaho for an extended visit with Mrs. Cook's parents, Mr. and Mrs. W. B. Barnes.

Says Woman's Party Did Much Damage to Wilson

United Press Service

CHICAGO, Nov. 17.—The result of the National Woman's Party campaign in the equal suffrage states and the effect of that campaign on the national woman suffrage cause, was discussed by Miss Alice Paul, national chairman of the Congressional Union for Woman Suffrage, in a statement issued here after the returns were all in from the suffrage states. The statement follows:

"Now that the election is over, we will return at once to Washington to begin preparations for work with the coming session of congress."

"Never before has the national suffrage amendment occupied a position of such prominence as today. It was one of the issues on which the election was fought in the twelve states

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