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SINKING OF GLENGYLE COMPLICATES TANGLE

President Wilson Starts For Washington In Special Train— No Lives Lost On Glengyle, But Its Being Torpedoed Indicates Austria Is Deliberately Showing Contempt for America—Situation Is Tense and May Result in Severing of Relations—Government Will Be Forced to Take This Course

Washington, Jan. 3.—The gravity of the international situation caused by torpedoing of the British liner Glengyle, coming on the heels of the sinking of the liner Persia, caused President Wilson today to determine to cut his vacation short and return here, arriving tomorrow morning.

The Southern railway took immediate steps to fetch him quickly here and at once set to work to send his private car to Hot Springs. He should be in the capital early tomorrow, according to present plans.

Meantime, official circles awaited details of both the Persia and Glengyle sinkings with most anxious forebodings. Their worst fears were realized in the death of American Consul McNeely of Adam and the reports that the torpedoing was without warning, as required by international and humane law.

While it was reported that the president will call a cabinet session immediately upon his return, the state department showed the real gravity of the situation when it said, "no effort should be made to minimize the seriousness of the situation." Moreover, it was intimated that an understanding with all the central allies as to submarine attacks will be demanded immediately.

Gun Not An Excuse

The presence of a 4.7 inch gun on the Persia, as reported by Consul Garret at Alexandria, together with the fact that there were 25 British officers on route to Egypt aboard was regarded as of minor importance inasmuch as the administration recognizes the right of merchantmen to carry small guns for defense. The soldiers among the passengers, it was held, could not give the vessel the status of a "troop ship," liable to attack without warning.

Was It Mine Or Submarine

Before any action can be taken, however, the administration must first settle whether a submarine or a mine was responsible for the Persia sinking, and, if it was a submarine, what its nationality was.

The state department is determined to obtain from the central powers a binding promise that in future submarine attacks, the safety of non-combatants not only on liners but on merchantmen shall be assured. One result of this position will be a showdown in the Lusitania case, inasmuch as Germany's pledges in this incident have thus far extended only to lines.

Frank Ward to Head Police Committee—Many Candidates Sanitary Officer

San Francisco, Jan. 3.—The wind and rainstorm which has held San Francisco and the bay district in its grip for two days is today centered off the mouth of the Columbia river, and the worst of it is being felt in northern California, Oregon and southern Washington. Northern California received the brunt of the rainfall.

The temperature has risen during the last 12 hours from six to 24 degrees in various parts of the state. In the interior California valleys and in southern California, storm conditions are practically the same as in San Francisco. The wind abated here today but became more violent in the northern part of the state.

The Key Route ceased operations early today after a futile attempt to operate its trains and boats. From 10 to 12 feet of water stands in the Emeryville pier tunnel, completely blocking traffic. Officials stated traffic possibly will be resumed tomorrow.

Reports of heavy damage; and in some places, loss of life, came in today from various parts of the bay district.

Farm Lands Flooded

Twenty-eight persons were rescued in Oakland from inundated homes by a special police squad organized to aid waterfront families. Fifteen Chinese were rescued from the second story of a tenement after a part of the wall was chopped away.

Innocuous Desuetude

Portland, Or., Jan. 3.—Dancing and loganberry juice have superseded liquor in Portland's cafes and grills today. A city ordinance prohibited the sale of liquor in dance halls, and for that reason dancing in cafes had never been introduced.

Double Track Road From Petrograd To Ice Free Port Boon For Russia

Petrograd, Jan. 3.—(Special).—It has been apparent since the early stages of the war—and is at present doubly so—that Russia greatly needed an efficient and reliable means of communication with the outside world. The war conditions in the Baltic and the Black sea left her with only very scanty means of obtaining supplies and munitions.

The three chief means were (1) the Archangel route; (2) the Trans-Siberian railway; and (3) the Trans-Northern route. All of these have great drawbacks. The port of Archangel is closed by the iron grip of the Arctic winter for six months in the year—from October to May—and its railway communication with the capital is poor and indirect. The Trans-Siberian route is useless for the rapid transit of supplies and munitions, and the Nirvik-Tornea route involves shipment at the head of the Gulf of Bothnia, which causes delays and dangers.

The New Harbor in the North

Russia realized that her success depended, and still depends, on receiving promptly and in large quantities munitions of war. Though the Arctic ocean is the last place in the world where one would expect to find an all-the-year ice-free port—that is, one that is open all the year round—yet it is so at Ekaterina harbor according to the result of the official investigations.

This harbor is situated about 200 miles east of North Cape in Norway, and the anomalous ice-free features are due undoubtedly to the effect of the Gulf Stream which before finally losing itself in Arctic waters back-washes along the Lapland and Murman coast, and prevents more than a thin film of ice water forming in Ekaterina harbor. To connect this harbor with Petrograd by an efficient railroad was the chief consideration of Russia. American engineers and contractors were consulted and thousands of men were engaged for the work, which was begun simultaneously at both ends. Large gangs of workmen were sent to intermediate points and ordered to build towards the ends.

Building the Railroad

The result was that in September this triumph of modern engineering was declared complete three weeks in advance of contract time. The new road has been built through difficult country—a land of morass and swamp—where every foot had to be made, and yet at such pressure was the work carried on that 100 miles of double track per month was accomplished. Russia now has an open door through which she may look at the outside world. All that is needed



is the rolling stock, and this will probably be largely American, built to Russian specifications. The engines will be of the Mallet type with uptake arranged for burning wood. The Russian railway works at Kolonna will also supply engines and carriages. The route of the new road is from Petrograd, round the southern shores of Lake Ladoga to Petrozavodsk, from thence by way of Kem-Kandela to Kola, direct to Ekaterina harbor.

Ekaterina has an extremely sheltered anchorage, where the waters are nearly always calm, even when Arctic storms are raging. Ekaterina Island, with its steep cliffs, forms an efficient windbreak, and allows the work of unloading cargo to be carried on at all times. The water is from 60 to 80 feet deep, and thus the largest of modern vessels can be accommodated. During the present winter the new road will no doubt be used at high pressure, and it is hoped here that its effectiveness will be seen in the renewal of the Russian offensive. It is of interest to note that Kola, near Ekaterina, was made a fortress town by Peter the Great, but in 1780, during the reign of Catherine II, the fortress was pulled down and the arsenal and ordnance stores removed to Ekaterina harbor, where it was proposed to construct a naval depot. The idea was not carried out till 1801, and in 1809 the place was destroyed by the English, and Kola suffered the same fate in 1855.

FEDERAL LAW AFFECTING LIQUOR SHIPMENTS

- * Unlawful to ship intoxicating liquor to any person except true consignee, or to any fictitious name.
- * Unlawful for express or railroad company to act as agent for consignee or consignee in liquor shipments.
- * All interstate shipments of liquor must have plainly marked on package the nature and quantity of contents and true name of consignee.
- * Unlawful to ship liquor by mail.
- * Penalties for violation of these laws are severe, including heavy fines and imprisonment, and confiscation of goods.

G. C. MILLETT MAY SUCCEED MACY AS 7TH WARD ALDERMAN

In all probability G. C. Millett will be chosen by the members of the city council to succeed B. W. Macy as councilman of the seventh ward. Mr. Macy resigned to accept the position as city attorney and Mr. Millett was the retiring councilman from this ward and the matter of choosing the successor of Mr. Macy was left to Councilman-elect N. D. Elliott and Mayor Harley O. White. Both of these men have agreed upon Mr. Millett and as he appears to be the only candidate in the field will probably be chosen by the council. Mr. Millett served a term as councilman from this ward and made an excellent record in the work of putting in several last winter.

Another officer to be chosen at this evening's session of the city council is the sanitary and plumbing inspector. There are about a dozen candidates in the field and the scrap for the job appears to be anything but lacking in interest especially since the office yet remains to be created. The bill for an ordinance creating the office of sanitary inspector is expected to pass.

SAN FRANCISCO HAS 75 MILE GALE—WORST IN YEARS

One Killed, Many Injured—One Killed In Oakland and Many Hurt

RAINFALL FOUR INCHES BIG TUNNEL IS FLOODED

School Buildings Damaged, Kids Get Holiday—Storm Sweeps Whole Coast

San Francisco, Jan. 3.—The wind and rainstorm which has held San Francisco and the bay district in its grip for two days is today centered off the mouth of the Columbia river, and the worst of it is being felt in northern California, Oregon and southern Washington. Northern California received the brunt of the rainfall.

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FIRST UP MT. HOOD

Portland, Or., Jan. 3.—Chas. E. Warner and William Evans were honored by the Mazama club today, for they hold an absolutely unique mountain climbing record.

They scaled Mt. Hood from the north side Friday, saw the new year dawn from the summit, and descended to Cloud Cap Inn after daybreak Saturday. They were the first to climb the mountain in the winter from the north side, and the first who ever held a new year's watch party on top of the peak.

GLENGYLE IS THIRD IN SIZE OF VESSELS SUNK BY SUBMARINES

Was 9,000 Ton Freighter—Jap Ship Kenkon Maru Also Torpedoed

London, Jan. 3.—Fresh toll of life was believed to have been taken with the torpedoing of the British steamer Glengyle, largest of England's ships except the Lusitania and Arable, to succumb to unseen attacks. About 100 aboard her were rescued, but while it is believed she carried no passengers.

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THE WEATHER

Oregon: Tonight and Tuesday snow or rain, warmer west portion; winds becoming westerly.

250 LIVES LOST WHEN PERSIA WAS TORPEDOED

There Was No Panic But All Faced Death Bravely—Big Liner Went Down In Six Minutes—Listed to Port So Boats On Starboard Were Useless—Passengers at Lunch When Explosion Came—Sailors Stuck to Post and Were Trying to Let Down Another Boat When End Came

Alexandria, Egypt, Jan. 3.—Officers of the sunken P. & O. liner Persia were positive today that she was the victim of a submarine and not a mine, as some sources tended to indicate. That the loss of life aboard here will run past the 250 mark seemed certain. Included in the list of dead is probably Consul R. N. McNeely, of Aden, reported missing and said to have been last seen struggling in the water as the ill-fated liner went down to a watery grave.

Various reports of the sinking indicated the vessel was sunk without warning. The nationality of the attacking submarine, however, was not determined for officers claimed not to have sighted the diver, though they said positively they had seen the wake of her torpedo.

The second officer said he saw the white streak of a torpedo but no survivor reported getting an actual sight of the diver.

Graphic details of the liner's last moments were told here today by Leonard Moss, an English survivor.

Passengers Cool and Brave

"There was no panic, and the loss of life was due to two things," he said. "First, the Persia sank in less than six minutes, and second, most of those aboard were having luncheon at the time, and were not thinking of submarines."

"We were making 18 knots when the first dull boom came, followed by a funny crackling sound. It seemed only a second when the big ship began to list."

"Those on deck rushed to the boats, but those on the starboard side were worthless because they listed heavily. People ran up from below while women and children were crying, but there was no wild scrambling and everybody was pretty cool."

"The first two boats got away all right but the next rolled over as she hit the water. There were a lot of women in that one. The first boat launched tried to pick up those of the overturned boat, but the waves kept bumping the rescuer against the Persia, threatening to capsize the lifeboats that had pulled away."

Crew Went Down Doing Duty

"The next two cleared a minute before the Persia sank."

"Some of the crew were trying to get over another boat for passengers who were mostly grouped on the deck. Women clung to men and children cried. Then the waves broke over the stern and I was thrown into the water."

The number of survivors reaching here was placed close to 100. Many suffered from exposure and it is possible the death list will run higher by reason of this exposure. Many of the women were lightly clad and men were taken from the water without coats.

Warships and fishing vessels are seeking bodies of crew and it is regarded possible that Greek trawlers rescued some alive in the water.

Charles H. Grant, of Boston, all advices showed, was saved; while Edward Rose, of Denver, left the vessel at Gibraltar.

Survivors had no doubt McNeely perished, and some advices said flatly he was dead.

Consul Neely Drowned

London, Jan. 3.—American Consul General Skinner today cabled Consul Garret at Alexandria to obtain a statement of the liner Persia sinking from Charles H. Grant, of Boston.

Upon this statement may depend whether America will take drastic action in the case.

Consul Robert McNeely, en route to his post at Aden, was lost when the big liner went down. He was last seen struggling in the water as lifeboats pulled away.

The sinking of the Persia horrified the English press today; they speculated extensively as to America's course now, and were unanimous in their expressions that the central powers regard America with contempt and, through the Persia case, are floating her with their scorn.

Despite reports that there was no panic, it was deemed significant here that only 59 out of 241 passengers were saved, and 94 of the crew of 150 to 200.

Moreover, only 17 out of 87 women, and 2 out of 30 children passengers were rescued and landed by a warship at Alexandria.

Italians Have Not Drawn on Great Reserve Strength

Rome, Jan. 3.—When the orchestral guns have boomed their last salvo and the big asbestos curtain of peace drops on Europe's war-torn stage, doubtless the world will begin to appreciate the role by King Victor in the present greatest tragedy of history.

Yet it was well under way before Italy joined the players and King Victor with his turtled neck feathers appeared from the wings. He had frequently been mentioned in the lines, and no sooner had he strode upon the stage than he said the veteran actor Franz Josef came to blows.

"Vernon will fall before Gorizia," shouted the Austrian.

"Gorizia first," retorted Victor—and the play went on.

It was not until May of this year that Italy declared war on Austria. Immediately the Italian General Staff outlined the following program:

1. An aggressive, systematic operation on the mountainous northern frontier, Trentino and the Carnic Alps—long fortified by Austria, designed to make an Austrian invasion of Italy easy standing impregnable against Italian invasion.
2. An offensive on a large scale against the valley of the Isonzo which barred Italy's way toward the Julian Alps on the east and the Isonzo peninsula to the south.
3. The naval program. Destruction of Austrian commerce on the Adriatic and adjacent waters and the bottling up or destruction of the Austrian fleet.
4. On land today Italy faces the New Year as the only one of the allied powers whose main army is firmly entrenched on the soil of an enemy. On water the Duke of Abruzzi's fleet is supreme. The Austrian main fleet, refuged in Pola harbor, refused the Italian challenge just as the German fleet defies the British—in the Kiel canal. Lake Germany, Austria in unable to give safe convey to her own commerce.
5. With an army of more than 82,250, 600 men in uniform; with reserves of 1,750,000 men between 18 and 38 yet to be called to the colors; with abundant equipment, especially heavy artillery; backed by a splendid industrial

mobilization capable of feeding munitions for any emergency, Italy looks to the future with the utmost confidence. This feeling was vividly reflected in the recent utterances of Baron Sonnino, Minister for Foreign Affairs, in the chamber, in which he announced not only Italy's agreement with the allies but to conclude a separate peace, but her purpose to extend the campaign across the Adriatic in support of stricken Serbia.

Italy Helping Serbia

In answer to the latter pledge, 50,000 Italian troops have already landed in Albania where pioneers are busy at road-building and other means of transport through the pathless mountains. Food and clothing by the shipload are being sent by the Italians for the Serbian refugees.

Seven months of fighting along the lines of the General Staff's plan of campaign have produced far greater results than the daily communiqués have indicated. On the Isonzo front the offensive has reached the stage where an Italian occupation of the entire Isonzo peninsula, as well as effective thrusts northward and eastward, is believed to be possible early in 1916.

The northern campaign, in the Trentino and Carnic regions, has closed with the object attained. After months of the severest and most difficult mountain warfare, heroic struggles on precipitous backgrounds, the Alpine troops, Bersagliers and infantry with heavy artillery, sometimes drawn up the mountainsides with ropes, have battered fort after fort into dust, stormed and captured hitherto impregnable Austrian defenses, and consolidated the conquest of crags and valleys against a successful counter-offensive. The floodgates of invasion for which Austria had been preparing since 1866 and which she has boasted would give her the city of Verona oecore Italy could reach Gorizia, are now closed against her with double bar and lock.

Weeks of desperate fighting against terrific odds where sometimes required by the Italians to take a single fortress or position in this phase of the campaign.

(Continued on Page Five.)

Abe Martin



Gran'maw Pash has a beautiful new four hundred and fifty coupon humidor. Th' boss has seen his boss day, an' so has boss sense it seems.