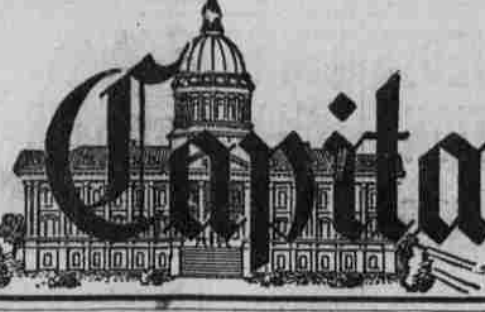


The Daily Capital Journal



FULL LEASED
WIRE DISPATCHES

CIRCULATION IS
OVER 4000 DAILY

THIRTY-EIGHTH YEAR

SALEM, OREGON, WEDNESDAY, JANUARY 12, 1916

PRICE TWO CENTS

ON TRAINS AND NEWS
STANDS—FIVE CENTS

BELIEVE GENERAL VILLA LED MURDEROUS BAND

Evidence Gathered in Various Sources Indicate the Rebel Chieftain Planned and Executed Brutal Murder of Eighteen Mining Men, Mostly Americans—El Paso Seethes With Impotent Rage—Senate Resolution Demands Armed Intervention in Mexico.

El Paso, Texas, Jan. 12.—In a helpless rage, this city this afternoon awaited arrival of a special train bearing the bodies of 16 Americans and two Britishers, bullet riddled by Mexicans in Chihuahua Monday.

Apparently nothing has been done by either Zack Cobb, representing the state department, nor General Garcia, Carranzista commander at Juarez, toward avenging the cold blooded massacre of this party of mining men of the Cusiuhiriachio Mining company. On every hand, there was denunciation of the slaying and a spirit of bitterness toward the Wilson administration, which had found expression in sharp protests to Washington.

The fact that General Villa and 15 men were at La Junta two days ago, within 15 miles of the spot where the Americans were dragged from a train, stripped of their clothes and shot one by one, strengthened the belief that Villa himself was in personal command of the bandits. General Rodriguez and other bandits were not in the immediate vicinity, it is known.

Arrangements were made here today to admit the corpses of the bandit victims without the formality of red tape at the border line. J. F. Ryan, representing the "Cusi" company chartered a special train to bear them here, and this is slated to arrive late tonight.

Leading mining men wired at least 100 protests to Washington today, demanding immediate action to safeguard effectively Americans in Mexico. Most of them were addressed to Senator Fall, of New Mexico, bitter foe of the administration Mexican policy.

C. L. Baker, representing Guggenheim interests, and other big mining concerns have practically decided to withdraw their employees and to close the Mexican mines until protection is obtained.

Further details than the bloody stories already confirmed were unobtainable today, because of "strict censorship."

An unconfirmed report said that General Trevino, Carranzista, had sent an expedition to the scene to pursue the bandits, but as the latter have a two days start, it is believed they are safe in the mountains with the loot they obtained in their holdup of the mining men's train.

The report that Villa led the Americans slayers seemed to have substantiation from the fact that he is known to have harbored an extremely bitter hatred of Americans ever since the Carranza government was recognized.

Authorities here think that he has merely bided his time for an opportunity such as that Monday in which to whet thirst for revenge against the United States, and his desire, at the trouble with the American government for failing to protect Americans.

Practically the entire foreign colony from Chihuahua City is reported to be aboard the funeral train, escorting the bodies to the border. One hundred Carranza soldiers are also guarding it.

The train left Chihuahua City at noon and is due here at 9 o'clock tonight.

Citizens here will hold an indignation meeting in Cleveland Square, this evening, and afterward will go to the border to meet the train.

Chihuahua messages today stated that Villa personally led the murderers.

Survivor Tells Story. Shot down as they attempted to escape, 16 Americans massacred by Villista bandits in Chihuahua Monday, were given no chance for their lives, according to the statement of T. H. Holmes, sole survivor, who arrived here today.

Holmes escaped a similar fate through the rise of stumbling and falling over a railroad tie, worn out and apparently dead from the effects of the experience. The tragedy has shaken his nerves, and he told a broken story.

"At 2 o'clock Monday afternoon," he said, "our special was stopped near La Vista by a derailment ahead."

"I was sitting with Tom Evans and he said: 'Let's get out and see what's the matter.'"

"He and I started out of the car, and Watson and another joined us. We were not expecting anything, and we merely went out to get the air."

WOMEN OF TWO CONTINENTS TO SPREAD PAN-AMERICAN GOSPEL



Left to right: Mrs. Robert Lansing, Mrs. Percy V. Pennybacker and Mme. Eduardo Suarez.

Washington, Jan. 12.—(Special.)—The wives, sisters and daughters of the delegates to the Pan-American Scientific congress have organized a women's auxiliary, and the early meetings of this body, presided over by Mrs. Robert Lansing, wife of the secretary of state, have been marked by tremendous enthusiasm.

At the first meeting Mrs. Lansing delivered the address of welcome in Spanish, the native tongue of three-fourths of the women in the audience.

At this first meeting it was decided to form a Pan-American union for women, with headquarters in Washington.

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SHIP BUILDING IN THE COAST YARDS UNUSUALLY ACTIVE

Demand For More Vessels Is Such That Construction Is Imperative

San Francisco, Jan. 12.—War time demands for vessels—and yet more vessels—in which to carry America's mighty commerce abroad is finding its echo in ringing anvils and humming saws in every shipbuilding port along the Pacific coast.

In San Francisco, Seattle and other northwestern ports centers the greater part of this business, but from every quarter come tidings that the nucleus of an American merchant marine is being hammered together as fast as sturdy workmen can do it.

Hot on the path of an announcement of a giant shipping combine on the Atlantic, shipbuilders along the Pacific told today that they were swamped with orders "to build staunch and strong a worthy vessel that shall laugh at all disaster."

In San Francisco, the Union Iron Works is building or soon will be constructing 19 ships of iron, many of them large enough to buffet the seven seas, and bring back with them the prosperity of war times.

These enormous orders represent thousands upon thousands of dollars worth of business. And they mean employment of a small army of toilers.

The Anderson company is building 25 salmon boats for the Alaskan Fisheries, 15 other small craft and a tow. Other plants have minor orders, with prospects of much larger ones.

Across the bay, in Oakland, practically every ship yard is humming with construction of craft of various sizes and for various purposes.

Portland, Oregon, reports extremely activity of small craft; Seattle is jammed with orders, several of which are for giant ocean going craft; Hoquiam, Washington, is at top speed on lumber vessel construction, while plans are under way for building submarines; Tacoma, Washington, has a vast slice of the war time prosperity with a passenger ship and other vessels going up on the ways.

Seattle Yards Crowded. Seattle, Wash., Jan. 12.—The cry for vessels everywhere has boosted the Puget sound shipbuilding industry to a pitch of unprecedented activity and prosperity.

Extensions, new equipment and men are being added to many of the plants here.

At the Seattle Construction and Drydock company's yards the press of work exceeds every former high water mark, according to the officials.

This means that our concern will, this year, put into circulation in Seattle more than double the amount of money annually expended here heretofore.

Pushed with all possible dispatch, the building of a new ship yard by the Skinner and Eddy corporation is under way. Two big ocean going freighters will be constructed immediately.

Impetus is also being reflected in the activity of the 23 other smaller concerns in Seattle.

The difficulty in getting material from the eastern steel mills, is a most serious handicap to local ship builders. They will not quote deliveries less than six to eight months in advance.

Construction at Tacoma. Tacoma, Wash., Jan. 12.—Marine activities in local ship yards this winter include one passenger steamer now under construction which will be placed in commission April 1, another similar vessel, the keel of which is expected to be laid shortly and several fishing boats.

LAST FORTRESS OF MONTENEGRO WILL SOON FALL

Cettinje Is Closely Besieged and In Most Desperate Straits

MOUNT LOWCEN TAKEN AFTER FIERCE CANNONADE

French Say Germans Lost 25,000 In Futile Offensive Sunday

By Henry Wood. (United Press Staff Correspondent.) Rome, Jan. 12.—The early fall of Cettinje, Montenegro capital was forecast today by dispatches confirming reports that the Austrian forces had occupied Mount Lowcen, dominating Cettinje and only seven miles distant.

The military evacuation of Cettinje began Sunday, when the arsenal was dismantled and everything of military value was removed.

The Austrians are striking fiercely at the valiant little band of Montenegro defenders, handicapped by lack of equipment and foodstuffs.

Mount Lowcen fell after five days of terrific and uninterrupted bombardment from a squadron in the Cattaro gulf and from the forts and lighter artillery brought up to close range.

The Austrian guns blew to pieces the first line of Montenegro trenches on the lower slopes of the mountain, and slaughtered hundreds of the defenders.

Then a combined Austrian assault carried the second line. Harassed by artillery and machine guns, the Montenegrins were pushed over the summit, still fighting bravely despite enormous losses.

The Austrians are advancing toward Cettinje and the fighting continues, said the Montenegro communique officially today.

Mount Is Captured. Vienna, Jan. 12.—Capture of Mount Lowcen, Montenegro, was detailed by the war office today.

"In three days of fierce fighting," said the official statement, "our brave infantry, co-operating with the heavy artillery and our navy overpowered the bitter enemy resistance and the difficulties of the wintry Karst mountains, which, arise from the sea as a wall and have been organized as a defense for years."

The statement claimed capture of many guns and supplies. Defeat of the Montenegrins near Berane in northeast Montenegro was also claimed.

GERMAN LOSS GREAT. By William Phillip Summs. (United Press Staff Correspondent.) Paris, Jan. 12.—With a reckless disregard of life, the Germans sacrificed over 25,000 men in the Sunday offensive in the Champagne, according to Chalon dispatches today describing the bloodiest fighting since the September drive.

Great numbers of German wounded prisoners reaching Chalon confirm that General Von Einem planned to bend the whole allied front from Rheims to Verdun.

The prisoners complained that their artillery failed and that instead of silencing the French batteries, the Teuton guns merely wrecked portions of the advanced trenches, while the days bombardment gave the French time to bring up reserves to cope with the attack.

AMERICANS SLAIN BY VILLA BANDITS WHO CAPTURE TRAIN

El Paso, Texas, Jan. 12.—The worst massacre of peaceful Americans in the history of Mexico was detailed in official messages received today telling how 16 United States citizens and two citizens of Great Britain were dragged from a Mexican Northwestern train Monday, robbed of their \$25,000 payroll, stripped off their clothing and shot in cold blood.

Direct orders from General Francisco Villa to his subordinates to kill every American or other foreigner they met caused the slaughter, today's news showed. That Villa personally commanded the firing squad which slew the unfortunate victims one by one was reported in some quarters.

When the Americans were captured, the Villistas at first began to shoot them one at a time. Seeing that death was inevitable, several of the unfortunate attempted to make a run for it and were shot down as they ran. The shrieks of the men as they were murdered were heard by Thomas Holmes, another American passenger on the train, who sealed the vengeance of the Mexicans by hiding in the toilet room of one of the coaches.

Later he succeeded in escaping to Chihuahua and bringing the first news of the massacre.

The probability that the murders would never be avenged aroused the border to fever heat. In fact, the slowness of Carranzista officials to take sympathetic action resulted in a mass meeting of mine owners and others here last night at which the delegates denounced the Washington administration's Mexican policy.

Lured back to work by passports granted by the Washington government, and through the Carranza administration's guarantees of protection the miners were refused an escort of 100 Carranzista soldiers, though if General Jacinto Trevino of Chihuahua had granted this, the party would have been saved.

Confirmation of the massacres came in messages from British Vice Consul Seobel at Chihuahua to R. C. Myles, British diplomatic agent here.

Fifteen bandits stopped the train at Santa Ysabel. In the party on board were officials and employees of the Cusi Mining company of which Potter Palmer, of Chicago, is president. They were going to re-open the company's rich silver mines at Cusiuhiriachio. The bandits stripped themselves in the Americans' clothing and then marched their victims to a ravine close to the track and shot them in cold blood.

Each of the Americans had to wait his turn; none but Holmes escaped. The horror of their last moments may never be known.

The slain men: C. A. Pringle, San Francisco. C. E. Watson, Manager, El Paso. William J. Wallace, El Paso. T. M. Evans, El Paso, a Canadian. M. B. Romero, El Paso, naturalized American. Maurice Anderson, El Paso. W. D. Pierce, Los Angeles. R. T. Mellerton, El Paso. J. B. Coy, representing Union Iron Works, San Francisco; wife lives in Los Angeles. E. L. Robinson, El Paso.

SALEM BRIDGE PLANS KEEP STATE BRIDGE DEPARTMENT BUSY

Eleven Sets of Plans Under Consideration—State to Supervise Work

The bridge department of the State highway department engineer's office has been spending most of its time during the past month on the Salem bridge plans according to the report of Chief Deputy State Engineer E. I. Cantine, which was received from Engineer Holmes of the bridge highway commission which met at the state house yesterday afternoon.

The highway commission found a large number of bills to audit and the session was spent largely in routine business.

Mr. Holmes' report follows: During the month of December the greater portion of the time has been consumed in connection with the proposed Salem bridge. Specifications covering the design were prepared and eleven plans of different types checked and reported upon.

Alternate designs for both steel and concrete structures were prepared by the department and cost estimates made for various modifications and types of floor construction. This work is still in progress, the department acting in an advisory capacity to the Board of Viewers and the County Courts. Additional modifications are now being prepared. It is expected that one steel and one concrete design will be finally selected within the next two weeks.

In addition to the above one reinforced concrete structure was designed to cross Jackson creek in Jackson county.

There are under preparation detail plans and specifications for a steel structure over Willamette slough and a large concrete viaduct both in Yamhill county. The Columbia county court has also requested an early date as possible plans for a steel structure at Vernonia.

All the above structures have been authorized and it is the desire of the courts to begin construction early this year. The county courts of Marion and Polk counties have, by joint resolution:

(Continued on Page Eight.)

THE WEATHER Oregon: Tonight and Thursday snow, warmer, winds becoming northerly.



Still another fine thing about the movie theater is the no. 2 movie theater is there's no. 2 companies. A rabbit is no proud fight, hence so many fur-topped shoes.

(Continued on Page Five.)

(Continued on Page Six.)

(Continued on page two)