

# The Daily Capital Journal

FULL LEASED WIRE DISPATCHES

CIRCULATION IS OVER 4000 DAILY

THIRTY-NINTH YEAR—NO. 175

SALEM, OREGON, THURSDAY, AUGUST 24, 1916

PRICE TWO CENTS ON TRAINS AND NEWS STANDS—FIVE CENTS

## BULGARIANS PUT ALLIES TO FLIGHT LEAVE MANY DEAD

### Berlin, Aug. 24.—Advices Say 400 Enemy Dead Were Counted—250 Prisoners

## ARMY ORDERED TO RETREAT BY WAR OFFICE

### Russians Defeat 80,000 Turks in Great Battle, Capturing Many

## SLAVS DEFEAT TURKS

Petrograd, Aug. 24.—Russian troops have defeated four divisions of Turks (80,000 men) in a great battle near the village of Rachtia, near Mosul, capturing two entire Turkish regiments, it was officially announced today. Much cannon and other booty was taken.

## Berlin, Aug. 24.—Bulgarian forces

defeated the enemy in fresh fighting on the Struma river, the Anglo-French troops escaping by flight on the right bank, said a Bulgarian official statement received here today. In their flight the allies abandoned several hundred dead.

"The ground near the villages of Enikiev, Mervary and Towlova was covered with enemy dead," the statement continued.

"We have counted thus far 400 enemy corpses, among them several officers. We captured 250 prisoners. A squad of hostile cavalry, lured into our fire by the maneuvers of our cavalry, was literally annihilated.

"French attacks directed for 10 days against our positions south and west of Doiran lake have failed completely. This probably is the reason why General Sarrail reports the capture of places which have always been in the hands of the allies, like the railroad station at Doiran and the village of Doloudyeli, which has not been abandoned by the enemy. Our troops buried 50 French dead on this sector.

"On the right bank of the Vardar, we captured a hostile detachment near Narydzan and took one machine gun, the French leaving 70 dead. Our right wing continues its operations."

## Bulgars Attack Seres.

London, Aug. 24.—The ancient city of Seres, 43 miles northeast of Salonika, is under attack by a strong Bulgarian force, according to Athens dispatches today.

The Greek garrison is co-operating with French forces in defending the city. French artillery is replying vigorously to a heavy Bulgarian bombardment, while the Greeks under command of Colonel Christophouros are throwing up entrenchments. The Seres garrison is being reinforced by small Greek detachments which retired upon the city after spirited fighting with numerically superior Bulgarian forces.

On practically every other sector of the Balkan front the Bulgarian offensive has been brought to a standstill. The Serbs have yielded but little ground on the left wing since their first retirement. Anglo-French forces are consolidating and improving their positions in the Doiran region in the center.

The Bulgarian drive southward

(Continued from Page Six.)

## ANGELICA BARNES TELLS STRANGE STORY

### Says She Was Dragged from Taxi, Robbed, Locked Up and Beaten

San Francisco, Aug. 24.—Following a tale of an abduction from a jitney bus by three well dressed men, and detention in a room for more than 36 hours, was told by Angelica Barnes. The police are searching today for the jitney driver to learn why he allowed the men to drag the woman from his car.

## WILL CALL FOR BIDS FOR FOUR DREADNAUGHTS

Washington, Aug. 24.—When the navy bill is signed by President Wilson next week, the navy department will advertise immediately for bids for four super dreadnaughts. Bidding will close two months later.

## Managers Would Concede Eight Hour Day With Pay in Proportion

### WANT PRESENT PAY AND HOURS USED AS BASIS

## Magnates Far From Harmonious—If They Yield Must Increase Rates

### NO AGREEMENT REACHED

Washington, Aug. 24.—The session of railway presidents considering a proposal to accept President Wilson's plan for averting the threatening general railway strike, adjourned at 5 o'clock. No conclusion had been reached, it was said.

## Managers Will Clash.

Washington, Aug. 24.—The climax in the negotiations to prevent the threatened general railroad strike appeared to have been reached at 2 o'clock this afternoon. At that hour the subcommittee of eight railroad presidents, representing the greatest systems of the country, met with the full committee of 65 executives to put up for discussion a tentative plan of settlement.

This plan included acceptance of an eight hour day proposition, similar, at least, to that proposed by President Wilson.

Concession of the eight hour day was to be offset, it is understood by assurances of immediate consideration by the interstate commerce commission of requests for rate increases, remedial legislation for the railroads by congress and the creation of a permanent commission to settle future labor disputes.

A big clash among the presidents was confidently predicted. A first indication of this broke out during the session this morning when a discussion of possible terms of settlement resulted in strong denunciations from some of the most prominent executives against acceptance of any price proposal which included an eight hour day such as offered by President Wilson.

As a result, one of the leading executives after that conference broke up said the situation "looked very serious."

After conferring with President Wilson today Judge Chambers of the Federal Board of Mediation and Conciliation discussed with the subcommittee of executives what they had in mind regarding a commission to settle labor differences in the future.

"That there will be a determined fight against acceptance of any proposition regarding an eight hour day with 10 hours pay was indicated by a large number of executives today. They continued to issue statements calling the president's eight hour idea "preposterous and impracticable."

The president is known to feel that the situation has improved and hopes for a successful termination of the negotiations.

**Situation is Worse**  
Washington, Aug. 24.—"Since midnight the situation has taken a change for the worst," declared a member of the railway presidents' subcommittee before the subcommittee left for the White House at their own request this afternoon to confer with the president.

"The situation is very serious," he added.

The subcommittee, R. S. Lovett of the Union Pacific, Daniel Willard of the Baltimore and Ohio, and Hale Holden of the Burlington, expected to report the result of their visit to a meeting of the whole number of railway presidents at 3 o'clock. They left a meeting of the latter which had been in session since 11 o'clock, to make the trip to the White House.

"Everything now depends on this visit to the White House," said one of the three. He would not discuss what the negotiations had taken to make the situation worse.

The executive in question is one who has heretofore talked optimistically concerning the prospects for adjustment.

Today's meeting at the White House was first announced by Judge Chambers of the federal board of mediation and conciliation. It followed a visit by him to the hall where the brotherhoods' 640 representatives were in session. There he conferred with the four brotherhood presidents and left them apparently in good spirits.

**President is Hopeful**  
Indications were today that the railway presidents were trying to find a way out of the situation on the basis of conceding the eight hour day in some

(Continued on Page Two.)

## RAILROADS SHOW SIGNS OF YIELDING WILSON IS HOPEFUL

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## Railroad Heads Called To Consult President On Strike of 400,000



Top to Bottom, WILLARD, ELLIOTT and SMITH

The railroad presidents summoned to the White House by President Wilson in his endeavor to find a basis of settlement of the troubles between the railroads and their operating employees were the following: Daniel Willard of the Baltimore and Ohio, Samuel Rea of the Pennsylvania, A. H. Smith of the New York Central, F. D. Underwood of the Erie, Howard Elliott of the New Haven, Hale Holden of the Burlington, W. J. Harahan of the Seaboard Air Line, L. F. Loree of the Delaware and Hudson, B. P. Bush of the Missouri Pacific, President Calvin of the Union Pacific, President Spruille Stevens of the Chesapeake and Ohio, S. M. Felton of the Chicago Great Western, Fairfax Harrison of the Southern, E. P. Ripley of the Santa Fe, Northwestern and A. J. Earling of the St. Paul.

## SALEM IS READY FOR THE BIG CELEBRATION

### Special Train to Be On Tracks at Commercial and Trade Tonight—See It

Everything is now in readiness for the excursion tomorrow morning to North Bend and Marshfield. The special of two baggage cars, two diners, five Pullmans and one Mt. Shasta observation car will be placed on the track at Trade and Commercial streets this evening.

After the arrival of the special at Marshfield at 6 o'clock Friday evening, the first event will be a parade of the streets led by the Cherrian band. Later Friday evening, the Cherrians will take part in the evening's program.

Saturday morning the Cherrians will be assigned a prominent place in the Marshfield day parade and will be given a special time on the regular morning's program. Saturday afternoon will be given to witnessing the sports of the day.

Saturday evening, from 7:30 to 8:30 has been assigned to the Cherrians for the special initiatory exercises when prominent men of Marshfield will be made honorary members of Salem's boosting organization. Late that night there will be the ghost dance and parade. And at different times the natives of the Coos Bay country will be entertained by Salem's two champion Chinese orators, Fred S. Byron, and C. T. Pomeroy, and slight of hand work by E. Cooke Patton. The bar, famous in Cherriango days, will also be a feature of the program with William Lerches and Bill Stutesman as chief manipulators.

Fred E. Mangis, who is already in Marshfield, this morning wired George F. Rodgers, "Have arranged to pull off initiations on dancing platform just after parade and before dancing begins. There will be nothing doing at North Bend Friday evening."

All the Pullmans will be covered with canvas scenery suggestive of the boost-

## HUGHES TALKS ON SUGAR TARIFF IN SUGAR BEET STATE

### His Thrusts at Democratic Tariffs Loudly Cheered by Mormons

## SHORTENS SCHEDULE TO AVOID MEETING WILSON

### Will Make Two Speeches in Maine and Reach New York Sept. 10

### By Perry Arnold.

(United Press staff correspondent.) Ogden, Utah, Aug. 24.—Republican Presidential Candidate Charles E. Hughes today headed into Utah, the state which four years ago gave William H. Taft one of his two republican majorities.

It was more or less a day of rest for the nominee, so he slept late. Mrs. Hughes having put her foot down hard on any extra strenuous, rather quiet program was arranged for her husband in this, the first Utah city he has visited. He made one important speech here this morning and was scheduled to deliver a night speech at Salt Lake City.

In his morning speech here, Governor Hughes enlarged on his dissertation regarding the democratic tariff policy, with special reference to the sugar tariff. Utah is a beet sugar producing state and the republican nominee's thrust at the democrats was received with enthusiasm.

It was announced today that Governor Hughes will cut his stay at Estes Park, Colo., to three days, shortening his schedule by one day all along the line. This step was taken in order so that the candidate will not be in Kentucky at the same time President Wilson is there. The change in itinerary will keep Hughes in St. Louis for two days—September 2 and 3.

The schedule for Hughes' Maine trip has not been completed but it is reported the candidate will make at least two speeches—at Bangor and Portland—reaching New York about September 10. Then Hughes hopes to rest for a couple of days before starting out again on a tour of New York state. He may speak at Syracuse or Albany before returning to New York from his present tour leaving other up-state points for his second tour.

The tariff, federal employers' liability law and workmen's compensation and his own labor record were discussed by Hughes in his address at Reno last night. He discoursed on the necessity of co-operation between capital and labor and declared "contented America will be a successful America."

He also declared in favor of a world court to settle controversies between nations, after the present war in Europe ends.

## TODAY'S BALL SCORES

National

	R.	H.	E.
New York	1	9	3
Pittsburg	10	14	1
Treasure, Schupp and Rariden; Jacobs and Fischer.			

American

	R.	H.	E.
Brooklyn	1	4	1
Cincinnati	2	8	0
Marquard, Smith and Meyers; Jones and Clark.			

First game—

	R.	H.	E.
St. Louis	5	11	1
New York	4	13	1
Groom, Park, McCabe, Davenport and Severoid; Shoemaker, Shawkey and Nunamaker.			

Second game—

	R.	H.	E.
Chicago	3	7	3
Washington	8	8	1
Faber, Danforth and Lapp; Gallia and Henry.			

Third game—

	R.	H.	E.
Detroit	0	3	1
Boston	3	7	0
Covaleski, Boland, Mitchell and Spencer, Baker; Ruth and Cady, Thomas.			

Fourth game—

	R.	H.	E.
Cleveland	5	5	2
Philadelphia	6	14	2
Lambeth, Klepper, Covaleski and O'Neill; Nabors, Myers, Gould and Pichnich.			

Fifth game—

	R.	H.	E.
Cleveland	4	6	0
Philadelphia	2	11	1
Gould and Coleman; Johnson and Pichnich.			

Cherrians are requested to remember: gloves, neckties, both white and red and the sheet for the midnight revels.

## GREAT TIMES AT COOS BAY

Marshfield, Ore., Aug. 24.—Portland visitors to the Coos Bay railroad jubilee were greeted by a crowd of more than 3,000 persons when they arrived at North Bend today. Hundreds arrived at Marshfield by automobile. The machines formed a continuous stream. Other crowds came on special trains from all parts of the county. It was evident the jubilee would be attended by one of the biggest gatherings in southwestern Oregon's history.

## MANIAC DEAD AND PATROLMEN MAY DIE

### Dr. Larkin Crazed When Effects Are Placed in Street, Attacks Police

Kansas City, Mo., Aug. 24.—Dr. Fred M. Larkin, maniac, is dead today and Patrolman P. V. Neff and S. Glenn Marshall near death, the result of a battle which followed attempts to arrest the demented man.

Five months behind in his rent, Larkin's effects were moved into the street yesterday by his landlord during his absence. When Larkin returned he became a raving maniac. He smashed the door to his apartments and began breaking everything left in the place. Police were called.

"Yelling 'I hain't afraid of any policemen,' Larkin opened fire on Marshall and Neff, pouring seven shots into the body of the former.

Neff grappled with the wild man but was shot five times before he shot Larkin in the heart.

Mrs. Maude Einar, sitting near a window fifty feet away, was grazed by a stray shot.

## HIRED MAN KILLED EMPLOYER AND WIFE

### Roy Dudley Trying to Sell Grain Causes Discovery of His Crime

Olathe, Kan., Aug. 24.—Roy Dudley, arrested late yesterday charged with the killing of Mr. and Mrs. Henry Mueller on their farm near Stillwell, 17 miles southeast of here, admitted the killing today, officials said. Dudley is reported to have said he quarreled with Mueller over a team of mules and that Mueller attacked him. To defend himself, Dudley claims to have grabbed a

shot gun that was hanging over the barn door and shot Mueller, then when Mrs. Mueller attempted to interfere he shot her.

Officials say Dudley did the shooting Sunday, took possession of the place and hired a boy to help with the farm work and then tried to sell part of the wheat crop Mueller had raised. The double murder was discovered when Sheriff Carroll went to Stillwell to arrest Dudley on a charge of stealing the wheat.

Carroll believes the crime was premeditated by Dudley. After the killing Dudley is said to have tied the bodies together and dragged them to an abandoned house a quarter of a mile distant, where he hid the bodies in the cellar.

Dudley is an ex-convict. When neighbors questioned him, as to why he was running the farm alone, he said that the Muellers had gone on a trip to California.

Upon entering the North sea, the submarine encountered severe storms. She proved that she is an excellent sea craft, her engines working perfectly, despite the fact that she was being tossed by mountainous waves.

**\$2.00 WHEAT PREDICTED**  
Washington, Aug. 24.—Black rust probably will be the cause of sending wheat prices soaring to unheard of levels, with the coming of the spring wheat out-put, according to the United States department of agriculture today. One official said \$2 wheat now appears probable.

One of the most severe epidemics in black rust ever recorded has swept the wheat belt of the northwest, with unprecedented damage, predicting a production far below normal.

Reports arriving at the department not only substantiate the predictions of government experts but it is said, tend to place the loss at a far greater figure, with correspondingly high prices certain for the fall and winter.

The infected area—Minnesota and the two Dakotas—produce, it is said, the greater part of the spring crop.

## CAPTAIN KOENIG OF DEUTSCHLAND IS NATIONAL HERO

### Successful Trip of Big Submarine Freighter Sole Talk of City

## HER RUBBER AND NICKLE CARGO WORTH \$250,000

### Announced Sister Ship Bremen Sailed Only a Few Days Ago, Due Soon

LEAD CAPTAIN KONIG 6... 6... 6... G

**GOES TO MEET BREMEN**  
Boston, Aug. 24.—Simultaneously with the announcement of the safe return home of the German submarine Deutschland, the North German Lloyd liner Willehad slid out from her berth in East Boston and was supposed to be headed early today for New London, ostensibly to meet the Bremen, the second German giant submarine.

The Willehad had been expected to sail at 10 o'clock today but this order was changed. Clearance papers were taken out late yesterday and the liner moved out with the first tide early today. She was expected to pass through the Cape Cod canal thence to New London, where waterfront reports said the Bremen was due within 48 hours.

**By Carl W. Ackerman**  
(United Press staff correspondent)

Berlin, Aug. 24.—The German commerce submarine Deutschland eluded at least eight English warships and a whole fleet of American fishing schooners, in the employ of the allies, when she dashed out to sea from the Virginia capes on the night of August 2, it was learned here today.

Great crowds greeted Captain Koenig and his crew when the first submarine to cross the Atlantic returned to her home port at Bremen last night.

Captain Koenig had no fear of the allied warship patrol when he steamed southward from Baltimore, but he had not counted on the American schooners hired to help trap his vessel. Passing out of the capes, the Deutschland encountered a great number of these schooners lying just outside Chesapeake bay. The schooners had dropped their nets, ostensibly to fish. Their real purpose, Captain Koenig said, was to make soundings for the warships if the submarine plunged through their nets.

**Praises Her Neutrality**  
Koenig telegraphed the Ocean company, owners of his vessel, that the American government observed strict neutrality throughout the Deutschland's stay. Both the British and French warships respected American rights and made no attempt to approach within the three mile zone in their efforts to trap the submarine. How many French warships were engaged in the patrol, he did not know.

During the whole journey of 4200 miles, the Deutschland was submerged only for 110 miles. The weather was splendid at the beginning of her voyage, but became stormy later. The blow ceased as the Deutschland approached the English coast but some difficulty was experienced because of the heavy fog. The necessity for feeling her way slowly in the thick mists delayed the Deutschland's arrival several days.

Upon entering the North sea, the submarine encountered severe storms. She proved that she is an excellent sea craft, her engines working perfectly, despite the fact that she was being tossed by mountainous waves.

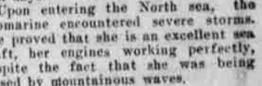
**Submerged But Once**  
But few vessels were sighted and not a single iceberg was encountered. The Deutschland submerged when another ship appeared on the horizon and her captain expressed doubt that she had

(Continued on Page Six.)

## THE WEATHER

Oregon: Fair tonight and Friday, continued warm except probably cooler southwest portion Friday; north to east winds.

THIS IS NO JOB FOR ME!



### Abe Martin

POST OFFICE